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BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

# Auto EXPRESS

THE CAR NEWS WEEKLY

## 30 BEST COMPANY CARS FOR 2015

Top tax-efficient business buys revealed



# VAUXHALL'S £7k VIVA

**FIRST OFFICIAL PICTURES**

Super-stylish hatch for  
buyers on a budget



## New Suzuki Vitara driven

It's back... as cool new Juke rival



## New BMW M4 vs F-Type

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Model shown New Passat R-Line 2.0-litre with optional metallic paint and 19-inch Verona alloy wheels and sunroof. Standard for the Volkswagen Passat saloon range: urban 44.1 (6.4) – 62.8 (4.5); extra urban 61.4 (4.6) – 78.5 (3.6); combined 53.3 (5.3) – 70.6





**Das Auto.**

EU Test figures for comparative purposes and may not reflect real driving results. Official fuel consumption in mpg (litre/100km) (4.0); CO<sub>2</sub> emissions 130 – 103g/km. Information correct at time of print.

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### Verdict on Abarth's turbo pocket rocket

ABARTH'S 695 Biposto packs 187bhp from a 1.4-litre turbo engine, and will do 0-62mph in just 5.9 seconds. You only get two seats, and the chassis has been tuned to make this the most extreme Abarth ever.

This week we find out what it's like from behind the wheel and give our definitive verdict on the stripped-out hot hatch.

**For more visit**  
**autoexpress.co.uk**

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MOTION & EMOTION



PEUGEOT





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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving

grounds where cars are driven to the limit and performance

tested using Racelogic Vbox computer timing equipment.

Auto Express also assesses the cars over many miles of

mixed public roads before delivering its Road Test Verdict.

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# If Tesla made hydrogen cars refuelling wouldn't be a problem



Supercharger network  
made road trip easy

**AE** MY extended trip to the west coast of the US following the LA Motor Show last week included a drive from Santa Monica to Phoenix in Arizona – a total of 386 miles in a day – in a Tesla Model S. An electric car isn't what you'd normally choose for a long run like that, but you can see the video of my trip on our website now at <http://bit.ly/TeslaVid>.

What made the journey so interesting wasn't just the car itself (for the record, it's an awesome piece of engineering excellence), but my first real experience of using Tesla's supercharger network – the company's free-to-use fast chargers.

At one of the charging stations, I met an owner who'd covered 40,000 miles in his car, travelling the length and breadth of the US. He loved his car, but best of all, by sticking to the Superchargers, he didn't have to pay a dime for electricity!

The LA show was dominated by hydrogen-powered cars, as Mike Rutherford points out on Page 90. But with hydrogen cars, the biggest discussion point isn't the car itself, it's the lack of action on fuelling infrastructure. And here we have a stand-off: the car companies are ready, but governments want to leave things to the public sector. The gas companies can produce hydrogen, but aren't specialists in distribution, while those specialists in retailing fuel – the oil companies – are doing very nicely with petrol and diesel, thanks.

Which is where Tesla comes in. Boss Elon Musk has no desire to make a hydrogen car, but Tesla has shown that by taking some of the responsibility for charging its electric cars, they become easier to use and even more popular. Joined up thinking. So

let's have some of that from other car companies – how about hydrogen refuelling at their dealerships? Now there's an idea...



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- **Famous badge reborn for new bargain city car, due in spring**
- **Entry-level model promises to be hot on value and efficiency**



**Richard Ingram**

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**AE** THE new Vauxhall Viva's been officially revealed ahead of its launch next spring, with an expected starting price of around £7,000.

The small city car, which will go up against a growing pool of talented rivals including the Skoda Citigo and new Toyota Aygo, revives the Viva name after a 35-year absence. It's been designed to slot below the stylish Adam and popular Corsa superminis in an ever-expanding Vauxhall range.

Set to replace the now defunct Agila, the Viva will offer "an extremely attractive price point". Managing director Tim Tozer said: "This car is the entry point to the Vauxhall range. Sub-£7,000 will be hard, but it will begin with a seven. And the car will have proper, not pop-out, rear windows."

Vauxhall claims there is more than enough room for five people inside, but

if carrying passengers isn't your main concern, it'll also be available with only four seats – allowing for more shoulder room for adults in the rear. Legroom should be good, too, given that the Vauxhall is 15mm longer than the new Hyundai i10, and a whopping 200mm longer than the Peugeot 108.

On the outside, the front end echoes the latest Corsa's with swept-back headlights and a bold single-bar grille, while the rear offers few surprises. Down the side, Vauxhall has included three sharp creases in the bodywork, with a high shoulder line that rises at the back.

Inside, the Viva has taken a leaf out of the Adam's book with an upmarket and stylish layout. High-spec models get the familiar IntelliLink infotainment system, allowing owners to seamlessly link their smartphone with the car's central display. The model you can see in these pictures features a leather steering wheel and half-leather seats, showing that Vauxhall has its sights



**CABIN** Versatile rear compartment will seat three, with the option of a two-seater layout. Upmarket and logical dash layout includes IntelliLink infotainment system on high-spec cars



**OFFICIAL**

# Vauxhall's

■ Cut-price Vauxhall revives classic name for B





# £7k Viva targets Citigo

Brit market to take on Skoda city car

**"Viva's been designed to slot below the Adam and Corsa in Vauxhall's ever-expanding range"**

set high for the reinvented Viva. But even top-spec cars shouldn't cost much more than £10,000.

Just one engine will be made available from launch, and our sources at Vauxhall confirmed this will be the only option for the foreseeable future. It's a specially developed 1.0-litre three-cylinder ECOTEC with 74bhp. It'll be teamed with a five-speed manual box and, due to the car's size and weight, should offer sprightly performance.

Economy and emissions figures will be released at a later date, but we're



**Sole 74bhp 1.0-litre three-cylinder ECOTEC engine available from launch should give efficient and sprightly performance**





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expecting the small petrol unit to crack 70mpg and emit less than 100g/km of CO<sub>2</sub> for tax-free motoring.

While the Viva name will be reserved for UK buyers, the car will also be sold in mainland Europe badged as the Opel Karl. It's the first time in more than 20 years that Vauxhall and Opel will use different names for a car in this country and on the Continent.

Although Vauxhall and Opel versions will use the same 1.0-litre engine, we can expect Brit-registered cars to be slightly plusher inside. Safety should be better, too, with UK models getting ESP, ABS and hill-start assist as standard. Further safety options, such as lane-departure warning, will feature on the options list.

Vauxhall has high hopes for its revamped small car range, hoping to capitalise on Ford's current weak spots. Tozer said: "We have three small cars and Ford doesn't. I don't think it's a

great idea to say can we outsell Ford, but we can give it a good run for its money."

The original Viva was one of Vauxhall's most popular cars between 1963 and 1979. At the time, the small saloon rivalled established models like the Ford Anglia and Morris Minor, selling more than 1.5 million units in just over 15 years. It was replaced by the Astra at the end of the seventies, long before the family car ballooned into the Volkswagen Golf rival we know today.



**STYLE** Front end echoes Corsa's with swept-back headlights and a bold single-bar grille, and three sharp creases give side bodywork extra panache. Model pictured features a leather steering wheel and half-leather seats

## THE RIVALS

THERE'S more choice of budget cars than ever before. Here are five of Britain's cheapest...



### Dacia Sandero (fr. £5,995)

SINCE its arrival in 2012, the Sandero's held the title of Britain's cheapest car. Access models do without air-con or even a radio.



### Suzuki Alto (from £7,199)

SET to be replaced next year by the Celerio (Page 38), the Alto is available VAT-free until the end of 2014. That cuts price to £5,999.



### Kia Picanto (from £7,895)

THE Picanto packs loads of big car features including electric front windows, a trip computer and an MP3-compatible stereo.



### SEAT Mii (from £8,195)

BASED on the VW up!, the Mii is more than £500 cheaper than the basic VW. You'll have to spend extra if you want air-con, though.



### Skoda Citigo (from £8,210)

THE Citigo comes in at £15 more than the equivalent entry-level Mii – although Skoda beat SEAT in our Driver Power 2014 survey.



**OFFICIAL**

**REVEALED** Hazy official image shows GLE Coupé for first time. It'll join C 450 in new hot AMG Sport range, although full specs won't be revealed until cars debut at January's Detroit Motor Show



# GLE heads Merc's AM



**Jack Rix**  
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**AE** MERCEDES has announced that it will follow the example of BMW's M Performance and Audi's S models with a new line-up of AMG Sport derivatives, designed to bridge the gap between the standard cars and the full-blooded AMG vehicles. The sub-brand will launch two new models – the C 450 AMG Sport and the GLE 450 Coupé AMG Sport – at the Detroit Motor Show in January, with further cars to be added across the range in due course.

The first official image of these two models can be seen here, showing the aggressive front-end styling (above). In fact, by darkening down the hazy image, you can see the roofline of the SUV on the left, making this the first official image of the GLE Coupé – Mercedes' new BMW X6 rival – ahead of its debut in Detroit.

Performance and specification details on both cars are being held back until closer to the show, but Mercedes has confirmed that every AMG Sport model will feature "uprated engine output, all-wheel drive as standard and special chassis components and brake systems from the classic AMG models". Expect the C 450 AMG Sport and the GLE 450 Coupé AMG Sport to feature a tuned

**New BMW X6 rival; C-Class launch sizzling sub-brand**

version of the C 400's 329bhp 3.0-litre V6 turbo engine, boasting in excess of 360bhp. That still leaves a significant gap to the 469bhp C 63 AMG and 503bhp C 63 AMG S, though.

"The new Sport models represent a convincing proposition for our customers – genuine sports car technology becomes accessible, appealing to an even broader range of clientele worldwide," said Tobias Moers, chairman of Mercedes-AMG. "For all our dynamic growth, we remain true to the brand's claim of driving performance."

There's no word yet on whether Mercedes will take a leaf out of BMW's book with high-performance diesel models bearing the AMG badge, but it does appear a logical extension.

Since the introduction of its first range of compact, four-cylinder models – comprising the A 45 AMG, CLA 45 AMG and GLA 45 AMG – the AMG brand is experiencing unprecedented growth and claims it will hit a new sales record of 40,000 units globally in 2014. "We are proud of these successes, as they provide the basis for the next stage of our growth strategy," explained Moers. "In the next three years, we aim to more than double our total sales for 2013."

## Spot the difference

THESE close-up images of the C 450 AMG Sport and the more powerful C 63 AMG show how AMG Sport models will be set apart from core AMG models.

The C 450 will get a single bar across a distinctive pin grille – a feature first used on the A-Class – while the large 'nostrils' in the front bumper will be body-coloured rather than trimmed in black as on the AMG.

Elsewhere, expect to see unique AMG Sport badges behind the front wheelarch, deeper side skirts and rear bumper, plus quad exhaust pipes. A 4MATIC badge on the bootlid will be used to denote that all AMG Sport cars feature four-wheel drive.

**C 450 AMG SPORT**  
Single-bar, pin grille adds distinction



**Bodykit, big alloys hint at AMG-tuned CLA's potential**







# G Sport family



**C 63 AMG**  
Bumper's 'nostrils' are trimmed in black



## Q&A

**TOBIAS MOERS**

Mercedes-AMG chairman

**We caught up with the charismatic AMG boss at the recent LA Motor Show to get his take on the new sub-brand and find out what else is in store for future cars.**

**Q** Where do these new AMG Sport models fit into the range?

**A** "If the C 63 AMG is Batman, then the C 450 AMG is Robin. The dynamics will be completely worked by AMG – the steering, the front and rear axles and the handling are all us. It's a way of bringing the brand a little bit closer to the customer."

**Q** Can you get more power from the AMG GT's new 4.0-litre V8, and will there be an all-electric version?

**A** "Yes, of course. The engine is not in a higher stress level. Plus, everybody knows that the 4.0-litre is the future, so yes there will be a higher output sooner or later. The electric SLS was a technological statement, a demonstration of what could happen if you throw every piece of technology at a car. So no, there are no plans for an all-electric GT."

**Q** Will we see AMG hybrids one day?

**A** "Maybe an A 45 with a smaller battery would work for some additional power, maybe an ML or a GLE in the future could use plug-in technology, but nothing is decided yet. We always have ideas for each model. For the GT, we are working on three ideas at the moment, for example, but we have different ideas for all the models so it's a lot of work."



## ...As AMG tunes CLA Shooting Brake

IN Issue 1,347, we revealed Mercedes' new CLA Shooting Brake in our exclusive studio shots, but the brand has now shown off the hot AMG version. The CLA 45 AMG Shooting Brake borrows its saloon brother's aggressive styling – deep front and rear bumpers, side skirts, squared-off exhaust tailpipes and 18 or 19-inch AMG alloys.

The interior gets the full AMG treatment, too, with high-backed Recaro seats, AMG

logos and red stitching. Boot space remains unchanged – 495 litres with the seats up or 1,354 litres with them folded – and it uses the same 355bhp 2.0-litre four-cylinder turbo engine as the saloon and A 45 AMG, too.

The CLA 45 AMG Shooting Brake goes from 0-62mph in 4.7 seconds – two-tenths slower than the saloon – and has a limited top speed of 155mph. It's set to hit the UK in March, with prices from around £43,000.



# MPs call for measures to clamp down on school run anarchy

**Chris Ebbs**  
Chris\_Ebbs@dennis.co.uk  
@AE\_Consumer

**AE** MINISTERS want parent drivers to report others in a bid to reduce dangerous driving and parking at school gates. Raising a debate in the House of Commons on traffic controls around schools, Gisela Stuart, Labour MP for Birmingham Edgbaston, said parents could take evidence against each other.

"I've come across processes through which the police train people to take evidence that can be used for warning letters or prosecutions," she explained.

Stuart added that while most drivers follow rules and drive responsibly, some didn't: "At every school gate I've come across in all my years, there is a small number of parents who insist on parking on double-yellow lines, on pavements and in front of driveways, block exits and cause dangerous obstructions." The call comes as insurer AXA revealed that there are 201 accidents involving a child near a school every week.

She also called for CCTV cameras and camera cars to be used to catch illegal driving in and around schools (a widespread ban on CCTV and camera cars is currently part of the Deregulation Bill going through the House of Lords).

In addition, there was a call for Police Community Support Officers (PCSOs) to be given powers to issue tickets outside schools. "The only thing that'll hit home for that small minority of parents who are simply not amenable to

**Illegal and inconsiderate parking has become a huge issue at school gates**

■ **Commons debate on parking at schools** ■ **Ministers want parents to report selfish drivers**

## OFFICIAL



**"Gisela Stuart said in the Commons that parents on the school run could take evidence against each other"**

reasonable conversation is a ticket," Stuart said. Roads minister Robert Goodwill backed the debate, and said things were worse in rural areas due to the cars used: "We have the additional problem that many parents seem to get into bigger and bigger 4WD vehicles,

which makes it harder for people to see when manoeuvring." He went on to state that the CCTV and camera car ban wouldn't apply to enforcing parking outside schools, and said councils had powers to paint zig-zag lines and School Keep Clear messages on the road.

## Tivoli set to tackle Juke

SSANGYONG is set to finally make a splash in the UK with the launch of a Nissan Juke-sized crossover called the Tivoli, shown in these official sketches.

It will appear first in Korea in January, with a release date in the UK later in the year. It's thought the Tivoli's design won't stray too far from the XIV-Air and XIV-Adventure concepts unveiled at the Paris Motor Show in October, minus the XIV-Air's targa-style roof.

The Tivoli's interior will apparently offer "the modernity of a luxurious living space, with a stylish and contemporary look".

Equipment is likely to include Bluetooth audio, a rear view camera, dual-zone climate control and plenty of safety kit. Engines will be limited to two

**SUV STAR** Sketches show stylish look for SsangYong's new crossover, the Tivoli

1.6-litre units, in either petrol or diesel form. They will both be offered with a choice of two or four-wheel drive, with a six-speed manual or auto box. Power outputs are yet to be confirmed, but the two-wheel drive diesel will emit around 120g/km of CO<sub>2</sub>.

Prices are unconfirmed, but insiders suggest the Tivoli could have a starting price tag of just under £12,000 when it reaches our shores. They also confirmed the Tivoli will wear the SsangYong badge, despite ongoing deliberations over whether to rebrand the firm.

The new model is expected to help double SsangYong's sales in the UK.







## THE VOLVO V40 R-DESIGN. THE COMPETITION NEED TO WATCH THEIR HATCHBACKS.

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Total amount payable	£21,699
Optional final payment	£10,136
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Fixed rate of interest p.a.	3.04%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

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out of 10



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO2 Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. \*Subject to availability at participating dealers only on vehicles registered by 31st December 2014. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.**



# Lighter, sharper Audi Q7

**New seven-seater set to be 300kg lighter than original**



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**AE** THE new Audi Q7 has been spied on test with barely any camouflage ahead of its official unveiling at the Detroit Motor Show in January.

The outgoing SUV has been on sale with minimal updates since 2006, so its replacement is long overdue. And these latest pictures indicate a more chiselled appearance, as well as a possible increase in size to boost the practicality of the seven-seater interior.

Despite this, its weight is expected to be reduced by around 300kg, in a similar vein to the Range Rover, thanks to extensive use of aluminium in the car's platform. That should combine with a new range of engines to bring significant efficiency improvements.

A substantial weight loss isn't the only big change we can expect from the next Q7, as the new car will use the VW Group's MLB 2 platform. It's expected to share its underpinnings with the forthcoming new Porsche Cayenne and Bentley SUV, although it'll be adapted as neither of these cars is expected to offer a seven-seat option.

A major overhaul will set the Q7 apart visually, too. As you'd expect, the front will be dominated by Audi's large grille, but it will follow the styling seen on the facelifted Q3 – driven in Issue 1,347. This new design for Q models, branded as a "3D-effect Singleframe" grille by Audi, is surrounded by new matrix LED headlamps first seen on the A8

**SPIED**



luxury saloon. At the rear are LED tail-lights and imposing rectangular exhausts, as well as a cleaner tailgate design. The overall look is expected to be unfussy, with a focus on clean and uncluttered surfaces – moving away from the heavy, bulbous shape of the ageing current car.

Our spies have previously spotted the Q7 at Germany's Nürburgring race track, and that car appeared to be a prototype version of a plug-in hybrid

'e-tron' model. Also expected are new versions of the 3.0 and 4.2-litre TDI diesel engines seen in the current car, as well as the new 237bhp twin-turbo four-cylinder diesel VW debuted recently.

All models should still retain four-wheel drive and get an eight-speed automatic gearbox, although eventually the VW Group's new 10-speed DSG could appear. Prices should start at about £45,000. Expect further details nearer to the Q7's Detroit show debut.



## Inside's out on the next 7 Series

OUR spies have also caught the new BMW 7 Series testing, ahead of its UK launch early next year, and given us a first look inside.

The company appears to be sticking to a proven formula on the new 7, with a similar dash design and familiar layout to the current car's. There's a large central screen and iDrive scroll wheel, alongside a joystick-style gearlever on the centre console.

It's hard to tell from these pictures, but it looks as if the 7 Series will use a customisable digital instrument binnacle, like that on its Mercedes S-Class rival. The top of the dash and the entire passenger side of

the interior are covered in a dark material in the test car, but final models will feature high-quality woods, metals and plastics.

On the outside, there's camouflage in the way, although the styling was previewed by the Vision Future Luxury concept earlier this year. In October (Issue 1,340), we reported that the new 7 Series will borrow carbon fibre tech from the i3 and i8, in a bid to save weight and improve fuel consumption.

More details will be revealed closer to the car's unveil, but expect a slight price rise over the current model, which starts at £58,275 for the 730d SE.

**SPIED**



**Dash looks familiar as spies caught 7 Series on test**



### TAX DISC'S NEW LIFE

POLICE forces across the UK have devised a useful alternative to the paper tax disc. North Yorkshire and West Mercia police are just two forces that have come up with an 'Emergency Contact Disc'.

Drivers put details of a relative to contact in the event of an accident on a tax disc-shaped piece of paper, fold it so the info can't be seen, then fix it to their windscreen.

Along with a name and number, motorists can even include medical alert info. The disc can be printed from a home PC and cut out.





# Q7 spied on road



Lightly disguised Q7 spied on test, and overhangs suggest it's larger than current model



Automecia



**"Front will be dominated by Audi's large grille, but it will follow styling seen on the facelifted Q3 (above)"**

## news in brief



### Fabia cuts a dash with personal touch

SKODA is letting owners of the new Fabia express themselves by adding their own images to the supermini's dashboard.

In a unique customisation feature for the VW Group, buyers can upload their favourite picture on to a template online, and for £14 Skoda will give you a self-adhesive photo strip (above) that you or the dealer can fix to the dash. It can also easily be removed when owners want to sell the car or change the photo.

### Toyota safety tech 'talks' to the road

TOYOTA has announced active safety technology that lets its cars communicate with other vehicles and the road network.

The system uses wireless signals from Integrated Traffic Systems, and allows other cars to warn of their presence at blind junctions. Traffic flow systems can also show when pedestrians are crossing ahead, and the set-up can even be used to improve radar-guided cruise control.

The technology is expected to appear on high-spec Toyota and Lexus cars as early as next year.

### Big shake-up on way for driving test

THE three-point turn could be scrapped from the driving test as part of the biggest shake-up in 20 years, the Driver and Vehicle Standards Agency has confirmed.

Reversing round a corner may also be replaced by reversing out of a parking bay. And learners could be asked to use a sat-nav, as part of an extended independent driving section.

Around 1,000 learners will trial the new exam, which is intended to "better reflect real-life driving".

## 670bhp from potent BMW hybrid



**5 Series GT showcases potent Power eDrive hybrid set-up, which delivers at least 670bhp**

FOLLOWING the success of its all-electric i3 and hybrid i8 supercar, BMW has developed an even more potent petrol-electric drivetrain that could underpin future models.

The new plug-in system, called Power eDrive, is part of an increasing investment in alternative powertrains, starting with

the 3 Series Plug-in Hybrid (Page 32). But Power eDrive, revealed in a 5 Series GT prototype, will sit at the top of the range.

Expect it to appear in forthcoming large saloons and M-powered SUVs, plus it could feature in Rolls-Royce's next Phantom. The prototype features a new 2.0-litre four-cylinder petrol turbo

with 228bhp, then adds two electric motors modified from the i3's units – one with 201bhp at the front; another with 268bhp at the rear – for four-wheel drive. That means 670bhp in all, with an impressive 1,000Nm-plus of torque, making this more powerful than any of BMW's current production drivetrains.



# UK boss confirms six new Suzukis on the way in the next three years

■ 'Sensible' and 'emotional' models coming in city car, supermini and SUV classes

■ **OFFICIAL**



## SUZUKI VITARA

**DUE: APR 2015**  
SMALLER and more rugged alternative to SX4 S-Cross is the 'emotional' choice in Suzuki's refreshed SUV range.

**NEED TO KNOW**  
"Suzuki has seen UK sales grow from 20,000 to 37,000 in past three years with a series of sensible mainstream bodystyles"



**Jack Rix**  
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@jack\_rix

**AE** SUZUKI'S UK sales and marketing boss Dale Wyatt has confirmed that six all-new cars will arrive in the next three years, half of which will be more 'emotional' models.

"The plan is to have two new cars in each of the A, B and SUV segments over the next three years," Wyatt said. "One will be a more rational, sensible car; the other will be something more emotional."

We already know the two newcomers scheduled for 2015 will be the Vitara (driven on Page 28) and Celerio city car (Page 38), but it's the two models due in 2016 that should stir up real interest.

First to arrive will be another hatch to sit alongside the Swift. Wyatt told us it's a car that'll "answer all the reasons not to buy a Swift", which he said is "all about the driver", so it'll have a bigger boot and more rear space – making it a rival for mini MPVs such as the Honda Jazz.

It'll be "very comfortable, raised up a bit and not as dynamically wired as the Swift". He also confirmed it'll weigh 90kg less than the Swift, but refused to reveal how. We'll see it at March's Geneva Motor Show, before it goes on sale in early 2016.

Next up will be a Celerio sister car, but with a more daring design and less focus on space. Wyatt called it an "A-segment funky car", adding: "I don't think there's anything like it. It's Suzuki's twist on funkiness." It'll debut at September's Frankfurt show and go on sale in 2016.

Beyond that, Wyatt confirmed that an even sportier Swift will arrive in 2017. He described it as "lower and younger in its appeal", and confirmed there'll be a more powerful Swift Sport, possibly with a 1.6-litre turbo. The sixth and final new car for 2017 remains a mystery, but could be a replacement for the ageing Jimny.

**PAGE 28: New Suzuki Vitara driven**

## MORE NEW SUZUKIS...



### CELERIO

**DUE: FEB 2015**  
NO-frills city car is designed to offer maximum interior space with minimum running costs and a small price tag.



### JAZZ RIVAL

**DUE: EARLY 2016**  
WITH the focus on interior space and comfort, Honda Jazz rival will be a more sensible alternative to Swift supermini.



### CITY CAR

**DUE: LATE 2016**  
THINK of this as the Celerio's crazy cousin, so new city car is likely to offer more emotional styling and sporty handling.



### SWIFT

**DUE: 2017**  
NEXT Swift will look more dramatic than current car (left) and be even sharper to drive. A Swift Sport Turbo is coming, too



### JIMNY

**DUE: 2017**  
REPLACING legend (left) won't be easy, but expect slicker styling and better refinement, plus top off-road ability

## Renault plugs into new ZOE price plan

■ **OFFICIAL**



Customers now have option to buy electric ZOE outright

RENAULT has taken a leaf out of Nissan's book and revised its sales model for the ZOE EV. You can now buy the supermini outright from £18,443 after the £5k Government grant, as an alternative to running it as part of a battery lease scheme (where prices start at £13,995). The same option is also available on the Kangoo Van Z.E., with prices from £16,161 plus VAT and £12,995 plus VAT respectively.

Both models will be denoted by an 'i' badge on the bootlid, helping set them apart from the lease versions when they reach the used market.

In addition to the new pricing structure, Renault has changed the dashboard trim to a darker colour on all ZOE's to reduce windscreen glare – a common complaint from owners.

The move is primarily designed to make the ZOE i more appealing to fleet buyers, and follows a similar move by Nissan with Leaf prices in April 2013. You can now buy a Leaf outright from £20,990, or pay from £15,990 if you'd prefer to lease the batteries.

## Tweaked GT-R is go



New 2015 GT-R features revised dampers and brakes

NISSAN has updated its supercar-slaying GT-R for 2015, with revised damper rates for better cornering stability, a new tyre design to improve ride quality and modified brake calipers for improved feel.

The 542bhp 3.8-litre twin-turbo V6 is unchanged, as is the 2.8-second 0-62mph time, but there's now a Track Edition to bridge the gap between the regular car and top-spec GT-R Nismo. It comes with stickier Dunlop Sport Maxx GT tyres, firmer suspension and lightweight forged wheels. Expect a substantial premium over the standard GT-R's £78,020 price.





# Get ready for happy



## Hyundai Santa Fe

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If the Santa Fe's bold styling, refined drive and spacious interior aren't enough to put a smile on your face, knowing that Auto Express has voted it the Best Large SUV for the second year in a row should do the trick. Visit [hyundai.co.uk](http://hyundai.co.uk) and get ready for happy.



**HYUNDAI** NEW THINKING.  
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Fuel consumption in MPG (l/100km) for Santa Fe range: Urban 31.7 (8.9) – 37.7 (7.5), Extra Urban 51.4 (5.5) – 54.3 (5.2), Combined 41.5 (6.8) – 46.3 (6.1), CO<sub>2</sub> Emissions 178 – 159 g/km. Fuel consumption figures shown are based on official EU test figures. These are to be used as a guide for comparative purposes and may not reflect all driving results. Contract Hire offers for business users for Santa Fe Premium 2.2 CRDi 4WD 5 Seat. Figure based on a non-maintenance contract hire package with advance rental of £1,709.94 plus VAT, then 35 monthly rentals of £284.99 plus VAT. Excess annual miles over 10,000 charged at 10.07 pence per mile. For orders received between 1st October and 31st December 2014, subject to availability, status and agreement. Guarantee/indemnity may be required. Prices and details are subject to change without notice. For full specification, please refer to the Hyundai Contract Hire Master Agreement and your local dealer. All quotations are subject to availability, status and agreement. Free metallic paint is only available in conjunction with Hyundai Contract Hire offer and applies to selected models only. For full specification, wear and tear provisions and other T&Cs see Hyundai Contract Hire Master Agreement and your local dealer. ALD Automotive Ltd., t/a Hyundai Contract Hire, BS16 3JA. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.



# New Mondeo set to hold price better than 3 Series

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**AE** THE new Ford Mondeo, on sale next month, is set to hold on to its value better than many premium rivals.

Price expert CAP Automotive predicts that the 2.0 TDCi ECONetic Zetec model will still be worth 42.7 per cent of its list price after three years and 30,000 miles. As our table (below) shows, that compares favourably to equivalent versions of the car's more upmarket competitors, the BMW 3 Series, Audi A4 and VW Passat. Only the Mercedes C-Class had the edge over the Mondeo.

The petrol version stretches its lead over its rivals further, while the Ford maintains its advantage at higher mileages, too. After 60,000 miles, CAP predicts a 1.5 EcoBoost Zetec petrol will retain 36.1 per cent of its value. It also estimates the 2015 car will be worth £1,750 more than its predecessor was after three years.

Dylan Setterfield, leading forecaster for CAP, said it was a milestone in Ford's quest to shed the 'Mondeo Man' image. "The Mondeo's sheer good looks are a big contributor to such strong expected value retention," he added. "As long as Ford isn't tempted to saturate the market with heavily discounted new cars, supply won't outweigh the strong future demand we foresee."

**Shock as depreciation-busting Ford also beats A4, Passat**

**OFFICIAL**



## How executive car values compare

Model	List price	After 3 yrs, 30k miles	% List price
Mercedes C 200 BlueTEC SE	£28,515	£13,025	45.7%
Ford Mondeo 2.0 TDCi ECONetic Zetec	£22,490	£9,600	42.7%
VW Passat 2.0 TDI BM Tech Executive	£23,740	£9,875	41.6%
Audi A4 2.0 TDIe SE	£27,545	£10,550	38.3%
BMW 318d SE	£27,620	£10,175	36.8%

Source: CAP Automotive

# Facelifted 911 Targa on the road

OUR spies have caught Porsche testing its facelifted 911 Targa, even though the current car only arrived in dealers earlier this year. Expect revised LED running lights and tail-lamps, a tweaked front bumper and a new exhaust system.

The big news from Stuttgart is that some of the 911's naturally aspirated flat-six engines will adopt turbochargers from late next year – a fact confirmed to us by Wolfgang Hatz, Porsche R&D boss, at the LA Motor Show. Whether the entry-level Carrera or the Carrera S gets this turbo power remains to be seen.

A spokesman from Porsche GB said: "The existing 3.4-litre Carrera already returns figures of around 30mpg and 200g/km of CO<sub>2</sub>, so when you consider the performance on offer, we're happy with where we are development-wise."

Inside, it's likely that PDK automatic models will feature the 918 Spyder and Macan's multifunction steering wheel in an all-round more upmarket cabin.

**SPIED**



Targa's tweaks include revised LED lights and tail-lamps, plus fresh exhaust



Automedica

**TARGA SPECIAL**  
911 Targas through the ages lock horns in our 10 December issue



**Mat Watson**

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HYUNDAI doesn't sell its Genesis Coupé here, but I tried the car for size in the US. Also this week on [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos), two more performance cars do battle as our drag race series continues...

## Hyundai Genesis Coupé verdict



IN the States, Hyundai's 3.8-litre V6-engined, rear-wheel-drive coupé is priced from just £17,000. Unfortunately, we don't get the car in UK showrooms. To see what buyers on this side of the Atlantic are missing out on, I climbed behind the wheel of the Genesis for a 1,000-mile road trip across California.

## BMW M135i vs Porsche 911 C4S



JUST how fast is BMW's Mi135i hot hatch? To see if it has the pace to live with a rear-wheel-drive sports car, we put one head-to-head with a Porsche 911 Carrera 4S Cabriolet. Find out what happens when the 3.0 straight-six turbo BMW battles a 3.8-litre flat-six 911 with 4WD.

You can watch any of our videos on your phone. Simply scan this QR code.





# Understated. Undefeated.



With a few extras shown here, the Dacia Sandero Ambiance 1.2 16V 75 comes to **£7,290.**

The Dacia Sandero range from £5,995.  
What Car? Best Supermini under £12,000 for the second year running.

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## You do the maths

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**DACIA**  
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The Dacia Sandero range from £5,995 - £9,795 | To find a retailer visit [dacia.co.uk](http://dacia.co.uk)

The official fuel consumption figures in mpg (l/100km) for the Dacia Sandero range are: Urban 37.2 (7.6) - 65.7 (4.3); Extra Urban 57.7 (4.9) - 80.7 (3.5); Combined; 48.7 (5.8) - 74.3 (3.8). The official CO<sub>2</sub> emissions for the range are 135g - 99/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO<sub>2</sub> may vary according to driving styles, road conditions and other factors. Prices shown include delivery to dealer, number plates, 20% VAT, 12-month Government road fund licence and £55 first registration fee. Prices shown are Manufacturer's Recommended Retail Prices, which apply to new Dacia vehicles when ordered by 31 December 2014.





Joe Maycroft could not believe how long mirrors took to arrive

## Three-month wait for Vauxhall wing mirrors

■ **CASE STUDY** Reader frustrated at long delay – and then wing mirrors finally turn up damaged

**AE** Joe Finnerty

DELAYS in getting a car repaired are sometimes unavoidable, with manufacturers battling against supply chains or dealers struggling with a diagnosis. Owners are asked to be patient, but in some cases, delays are unacceptable and purely a result of poor customer service.

That's what prompted Joe Maycroft from Barnsley, West Yorkshire, to get in touch with Auto Express after he'd waited three months to get a set of new wing mirrors for his Vauxhall Corsa VXR.

Joe first reported hairline cracks in the paintwork of his wing mirrors to Motor House in Halesowen, Worcs, in July and was pleased when replacements were ordered under warranty.

However, a month later he got in touch for an update and the dealer told him the mirrors hadn't been sent for repair. Fast forward another month and Joe had moved to Barnsley. He got in touch with Halesowen again for a

progress report. This time, Joe was told the new mirrors had arrived and would be sent up to dealer Perrys Vauxhall, but he would have to pay postage.

He refused and a few weeks later, the mirrors finally arrived and were fitted to the VXR. Joe wasn't happy, though: "They were meant to be brand new wing mirrors, but they had two stone chips that had been resprayed over."

The Barnsley dealer said it couldn't order new ones as the car wasn't under its warranty. It tried to contact Halesowen, but couldn't get in touch. Joe said: "It's three months now and it is really starting to wind me up."

We contacted Vauxhall to sort out the mess. After a few days it had organised a courtesy car for Joe, booked the car in and finished the repairs properly.

A Vauxhall spokesman added: "We've waived the insurance cost of the courtesy car, and, due to the inconvenience, will provide Joe with a free tank of fuel when he next visits a Vauxhall retailer."

## Organised insurance scams still on the rise

CRASH for cash scams are currently at their highest level, with a 21 per cent increase in organised fraud over 2013, contributing to the record number of fraudulent motor claims.

Birmingham continues to be the main hotspot for the scams, according to insurance company Aviva, followed by Luton, North London and Manchester. More than 50 per cent of Aviva's motor injury claims fraud is now organised and they have over 6,500 suspicious injury claims linked to known fraud rings.

Tom Gardiner, head of claims fraud for Aviva's UK and Ireland General Insurance business, said: "Crash for cash is a serious social problem. No other form of insurance fraud puts the public at risk of serious injury."



## Hidden costs and rise of scams further blows to insurance industry

**AE** ANOTHER week and another hidden insurance cost only adding to the price of premiums, with young drivers bearing the brunt.

Until this week I was unaware of an Insurance Premium Tax (IPT) adding an extra six per cent to the cost of cover (right). It's only right that Ingenie is calling for the cost be waived for seven years.

It seems like a weekly occurrence that the legislation put in place to cut the price of insurance is quickly wiped out by another cost somewhere else.

Once again, it is new drivers who suffer the most. Yes, they are the most at risk and often the most likely to cause an accident, but they need help in gaining experience during these early years – and we should ensure this learning period is affordable, too.

What's worse is that it looks as though attempts to curb scams in a bid to bring our premiums down aren't working, after it was revealed that crash for cash scams could be at their highest ever level (below left).

So, where next for the insurance industry? It has tried cutting down claims management companies and attempted to prosecute against such behaviour, but none of this looks like it's actually working.

The whole industry needs a rethink. Everything associated with car insurance seems to be poisoned, and despite the industry's best efforts – and the Government's too – there's little light at the end of the tunnel.

Chris\_Ebbs@dennis.co.uk  
@AE\_Consumer

**"Attempts to curb scams in a bid to bring costs down aren't working"**

## ■ **ADVICE** What should you do if it happens to you?

YOU shouldn't have to contact the dealer to find out the progress of a repair. Good customer service means it should be the other way around. Some delays are reasonable, but others aren't. If you're being pushed away or can't get answers try contacting Motor Codes, the industry regulator, which can act as an intermediary.



# Call for tax break for 'black box' drivers

■ **Insurer wants tax scrapped for those with in-car telematics**



**Joe Finnerty**  
INSURANCE premium tax (IPT) should be scrapped for the next seven years for young drivers taking up a telematics policy, suggests a new report.

IPT is currently a standard six per cent rate on all policies, a figure that can add more than £100 to most young drivers' premiums.

The report, published by black box insurer Ingenie, says that if all new drivers opted for telematics in the first two years of their licence, it could save 28,749 crashes annually by year seven of the scheme.

It would deliver a £500million saving to the UK economy, too, which would outweigh the loss of tax revenue by three times, according to calculations.

Removing the tax burden would also enable black box providers to offset the current high cost of the tech and reduce premiums, attracting more drivers in the process.

The Ingenie report also states: "Government acknowledgment and support of telematics would increase awareness and take-up, and start to improve general driving ability on a much wider scale – potentially saving many lives."

**Young drivers using telematics would be less likely to crash, claims new report**



**DRIVING DOCTOR Paul Ripley**  
www.drd.uk.com @drpaulripley

■ **THE condition of the road surface you drive on, including how it changes with loose gravel or wet leaves, is often overlooked. Road engineers are improving safety by using skid-resistant surfaces on corners and approaches to hazards where heavy braking is needed – for example at traffic lights.**

It's important to recognise that some road surfaces, like old tarmac or cobbled stones, offer far less grip in the wet.

**TOP TIP: Check ahead for surface quality and adapt your driving accordingly.**

■ **POOR VISIBILITY A BIG RISK**  
NINE out of ten drivers know driving with a dirty windscreen is dangerous, yet less than a third replace their wiper blades when they should (every six to 12 months).

The main reasons for driving with impaired visibility are weather and forgetfulness. More than two-fifths of UK drivers have driven with a dirty windscreen or in rain so heavy it impaired their vision. Nearly half have forgotten to replace their windscreen washer fluid before hitting the road, too, according to Autoglass.



**Inbox** What do you think?

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**Readers have strong opinions on requirements for driving licence in UK**

## HOT TOPIC Licensing new drivers

**FROM: Liam M** I THINK it would be beneficial to restrict new drivers to cars of less than 120bhp unless they take further training after the practical test, a bit like a speed awareness course. As a relatively young driver myself – I'm 30 – there's just no need for young drivers to be driving the cars with more power than that. Young drivers would certainly benefit from the shock of a few accident photos to remind them they're not invincible, too. The current test in the UK seems to keep getting harder, but not in a way that sets people up for a safe life on the road. That has to be the primary aim of the test.

**Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)**

■ "You should have to take lessons with a driving instructor, rather than your mum or dad."

**Correcting reports**

■ "Is 17 a wise age to let people loose behind the wheel of a car? I'd rather see the driving age in the UK raised to 21." **Skin67**

■ "New, young drivers should be restricted to a 1.0-litre car until they're 21, and a night curfew for the first year." **Ken**

## 'Most Wanted' MG takes cues from RV8

**FROM: Ray Ganderton** ISSUE 1,344 was absolutely fascinating, and I was particularly interested in the Most Wanted feature. I think the MG pictured has a much closer resemblance to the RV8 than the original B. I'm an ex-RV8 owner, and if you look at the front end, the bonnet and radiator sections definitely hark back to the old RV8.

## Trade plates would stop devaluing of cars

**FROM: Phil Wight** THE DVLA should reintroduce a separate trade plate with white letters on a red background for private and general use, like those previously valid until 1970. The new tax system now stops the motor trade from using vehicles privately unless they register and tax them in their own name, which will devalue our one-owner cars.

## Latest SUV designs are all Kuga copycats

**FROM: Phil Harris** ARE the current crop of SUV designs all morphing into the Ford Kuga? Look at the recent Kia, Hyundai, Vauxhall and Nissan offerings, and the design language seems familiar. I drive a Skoda Yeti and I suspect its boxy, design – like a Land Rover Defender – will not date early like these lookalikes.

## Toll price hike is simply indefensible

**FROM: Steve Richardson** I'VE just had notification about the toll change at the Dartford crossing and the need to register to migrate my account, as the system uses cameras like London's congestion charge. It seems that prices are increasing by 25 per cent – another disgusting tax on the motorist.

## ■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

### Legal

AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct:  
0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

### Used car inspections

AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

### Car registration/history

HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

### Problems with dealers

**Motor Codes:**  
0800 692 0825  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade  
Association: 0131 331 5510  
**Problems with makers**  
Motor Codes: 0800 692 0825

### Financial problems

Financial Ombudsman:  
0800 023 4567

### Safety concerns/recalls

Vehicle and Operator  
Services Agency (VOSA):  
0117 954 3300







THE MANSELL COLLECTION

## NIGEL MANSELL

The 1992 Formula One champion has taken over the Mitsubishi franchise in Jersey

# MANSELL MOTORS

NIGEL MANSELL, 1992 FORMULA ONE CHAMPION... AND NOW A FULLY FLEDGED MITSUBISHI DEALER. HOW DID THAT HAPPEN? WE PAID A VISIT TO HIS SHOWROOM IN JERSEY TO FIND OUT

### IDEAL RANGE

Outlander PHEV and Shogun are two of the highlights in line-up – and Mansell is excited about future models



**Steve Fowler**

steve\_fowler@dennis.co.uk  
@stevefowler

**AE** "I TOOK him out for a test drive. I think he thought it was a little strange, but he bought the car from us." Nigel Mansell chuckles when he tells us the story of a customer who got more than he bargained for when he bought his Mitsubishi.

You see, car buyers on the island of Jersey can now buy a Mitsubishi from a company with a famous name above the door – the name of 1992 Formula One World Champion and 1993 IndyCar Champion Nigel Mansell. And Nigel may even be on hand to sell it.

The Mansell family has lived on Jersey for the past 20 years, and since January 2013 the Mansell Collection has been selling used cars from its premises in St Helier, with Nigel's son Leo at the helm.

This beautifully restored art deco former cinema is as stunning a car showroom as you're ever likely to see, coolly designed with big screen TVs adorning the walls (for corporate messages, but more likely to





**"THERE'S ONE THING OTHER DEALERS DON'T HAVE — EXPERIENCE AT THE TOP LEVEL OF MOTORSPORT"**



Christian Keenan

**VOICE OF EXPERIENCE** Mansell believes that his exploits at top-level motorsport are an asset when it comes to selling cars. "You bring sharpness and professionalism," he says.

have motorsport showing on them) and Nigel's racing overalls on display, too. Upstairs is a museum, which houses even more memorabilia (see Page 26), while down the road the Mansells are investing in a service centre and petrol station, following the same design theme with the same levels of attention to detail.

The family is obviously investing heavily in the car business, and with many dealers saying how difficult it is to make money, how can the Mansell Collection be any different? Nigel explains: "Having been in the car business before [Nigel had a Ferrari franchise and other dealerships many years ago], you're absolutely right — it's very difficult. But if you put the add-ons, like the petrol station and the full service centre, and you can give a service second to none in the location where you're operating from, then if you can get your market share, you can make it a very good business."

The sales business may have been up and running for two years, but the Mansells have had a car service

centre on the island for over 14 years, with a useful customer base of around 500 regulars. However, it was Leo's decision to move into car sales — with Nigel keeping a watchful eye on things, obviously.

Leo, himself an ex-racer, has a clear desire to put the customer in pole position: "It's a family business, which is nice," he explains. "We've been able to put our own mark on it and try to have a car sales business in the way we envisage we'd like to buy a car, and have an enjoyable experience in the process, which we have enjoyed elsewhere."

And now the used car business has expanded with the island's Mitsubishi franchise. Says Leo: "When the opportunity came about to get Mitsubishi on as a new car franchise, we jumped at that." But with a family name more associated with brands like Ferrari,

Honda and Renault from a racing point of view, why Mitsubishi? "We wanted to surprise everybody," Nigel tells us. "Mitsubishi is a fantastic product and a great success story in its own right. And the biggest thing that Leo and I discussed at length is having a range of vehicles that could supply the mass market."

"Obviously we could have gone for some very exotic cars, but then you'd only be doing a handful of cars every year. We wanted to be out there for everybody's opportunity to come and shop with us. I have to say hand on heart that Mitsubishi's got some great products."

Unsurprisingly, other brands were interested in working with the Mansell Collection. "We had a few inquiries," says Leo. "But Mitsubishi genuinely ticked all the boxes for us. I think it's nice to be able to sell an ASX and Mirage, and

**"IN THE FIRST SIX WEEKS THEY SOLD 16 MITSUBISHIS, WITH THE L200 PICK-UP PROVING TO BE PARTICULARLY POPULAR IN JERSEY"**





**SMOOTH TALKER** Our Nige puts the skills he learned on course to the test as he 'sells' Mitsubishi to our editor in chief

nice to be able to sell a market-leading electric plug-in car and have everything between, like trucks and 4x4s."

The Mansells are practising what they preach, too – Leo drives a Mitsubishi, Nigel turned up at the showroom in a plug-in hybrid Outlander PHEV, while wife Rosanne has traded her MINI for a Mitsubishi ASX.

As you'd expect with new dealers, there were training courses to be taken – both Leo and Nigel have been to Mitsubishi's UK HQ in Cirencester, Glos, for a two-day course with other new dealers, some of whom weren't expecting to have an F1 world champion in their midst. "We didn't say anything, we went covert," says Nigel.

"There were a couple of younger guys who didn't put two and two together," says Leo. "Not straight away, and then obviously it clicked. It was very funny."

But there's one thing other dealers don't have – experience at the very top in motorsport. And Nigel is keen to bring his experiences in F1 to car sales. "There are things when you've been at the top of the world in any sport," he explains. "You bring professionalism, you bring sharpness, you bring a keen eye to detail, plus Leo's got incredible experience and is very personable."

"We try and take it through the whole business and we're very proud of that. I'm very proud of the heritage and I'm extremely proud of the effort and professionalism that Leo's put into the business."

But what's it like working with your father, especially one who, until Lewis Hamilton's exploits this season, was Britain's most successful F1 driver? "I think we've got quite a good balance of business and personal," says Leo. "So if we're talking about the bottom line, then it's not about being father and son. It's about being... well, he's the chairman and I've got operations. We need to make it work and it's working very, very well."

So well, in fact, that in the first six weeks they sold 16 new Mitsubishis. The L200 pick-up is proving particularly popular on Jersey and there's lots of interest in the PHEV, but without the same incentives as on the UK mainland, there's not quite the rush other dealers are seeing. That



**"AS WE SIT IN THE OUTLANDER PHEV, MANSELL IS CLEARLY BOWLED OVER BY THE QUALITY AND TECHNOLOGY OF THE CAR"**

said, as we sit in a PHEV in the showroom, Nigel is clearly bowled over by the technology and quality of the car, and with Mitsubishi's plans for the future.

"I think we're very fortunate at the time we're joining Mitsubishi if you look at the range of cars it has," he says. "Plus the new products which are due to come out in the next two to five years sound very exciting."

As for the Mansell Collection's future? The plan is to go from strength to strength, with the service centre opening soon – aftersales work is taken care of by part-time rally driver Robbie Hannah – and plans one day for it all to be brought under one roof.

However, as with Nigel's racing career, it's all about pleasing the public. As Leo explains: "We're just doing business how we want to do business and gauging how we do business from our customers. If we're getting direct feedback from them that we could have done better, then we'll adjust that and adjust our thinking in terms of our results with our customer satisfaction."

This new approach to the traditional dealership way of doing business is hugely refreshing and good news for the residents of Jersey. And, of course, it doesn't hurt if you get to take a test drive alongside an F1 champ, too.



## THE MANSELL COLLECTION MUSEUM

UPSTAIRS from the car showroom is an equally striking museum that houses Nigel's trophies, race suits, caps and even cars from his career over the years.

Mansell was canny in contract negotiations, insisting that he could keep all the trophies amassed during his time behind the wheel – on both sides of the Atlantic. And with the combination of mementos on show, it's a must-visit for any motorsport fan.

Alongside his championship-winning Williams is one of his Ferrari F1 cars, as well as the racer he shared with his sons. There's also a car he was given for winning pole position in one race.

Although we were given a tour by the man himself, visitors are guided round by an audio recording that Nigel did as he walked around the museum – all done in one take in his laid-back, Brummie brogue.

And a Mansell spot is not out of the question, too – as a couple of F1 fans found to their amazement when we were there.



**Mansell museum is a treasure trove of memorabilia amassed during his career**





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# Suzuki Vitara

**FIRST DRIVE** Original compact crossover brought bang up to date

## Essentials

### Suzuki Vitara 1.6 VVT ALLGRIP

<b>Price:</b>	£18,000 (est)
<b>Engine:</b>	1.6-litre 4cyl petrol
<b>Power/torque:</b>	118bhp/156Nm
<b>Transmission:</b>	Six-speed manual, four-wheel drive
<b>0-60mph:</b>	11.0 seconds (est)
<b>Top speed:</b>	111mph (est)
<b>Econ/CO<sub>2</sub>:</b>	50.4mpg/130g/km

**ON SALE April 2015**



**EQUIPMENT** Central clock is a classy addition to cabin; mid-spec cars and above also get seven-inch touchscreen. UK specs not yet revealed, but expect Bluetooth, DAB radio, air-con and alloys as standard



**PRACTICALITY** Load bay is a useful square shape, with extra cubbies either side, and has 375-litre capacity. Movable floor gives a flat load area level with lip, and hidden storage space underneath



**Jack Rix**  
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@jack\_rix

**AE** MOST manufacturers are only just catching on to the idea of compact crossovers, but Suzuki has been churning out small, affordable 4x4s since the original Jimny arrived in 1970. The first Vitara came 18 years later, and while this all-new model has evolved in a number of ways, its principles of rugged, value-driven family transport remain intact. We drove a range of pre-production cars in Nice, France, to see if Suzuki deserves a bigger slice of the compact crossover market, forecast to be worth 1.5m sales globally by 2020.

Before we get down to driving impressions it's worth placing the Vitara in Suzuki's range, because when parked alongside the Nissan Qashqai-rivalling SX4 S-Cross, it looks virtually identical in size. The Vitara is in fact taller than the S-Cross, to create more of a classic off-roader stance, but it measures 125mm less overall with a 100mm shorter wheelbase.

That puts it slap-bang in Juke territory, although it's 40mm longer, 10mm wider

**Chiselled lines look good, and buyers have plenty of scope to personalise their car**



**Petrol Vitara sounds good when pushed; multifunction steering is part of long list of kit**



and 45mm taller than the Nissan, and boasts a bigger boot, too; 375 litres or 1,120 with the rear seats folded in the Suzuki, versus 354 litres expanding to 1,189 in the Juke. If luggage space is a priority, then the Skoda Yeti comprehensively trumps both of them, with a 416-litre space that grows to 1,760 with the rear seats down.

When it comes to looks, we'd take the Vitara's chiselled bodywork over the S-Cross's hatchback-on-stilts styling any day. We love the way the chrome grille lines up perfectly with the headlights (reminiscent of the new VW Passat), the sharp shoulder line and the angular bulge over the rear wheelarch.

Suzuki has even cottoned on to the lucrative trend for personalisation, offering 10 body colours (which can be matched with various interior trim pieces), a choice of black or white contrasting roofs and two styling packs – one with chrome trim for a sleeker look and the other with front and rear skid plates for a more



**34 AUDI A3 E-TRON**  
...Plus, as plug-in hybrid hatch goes on sale, we drive it on UK roads.

**37 DS 6 WR**  
Our verdict as Citroën's premium brand turns its hand to big SUV.

**38 SUZUKI CELERIO**  
City car replaces Splash and Alto, and promises class-leading space.

**40 MINI CHALLENGE**  
We hit the track in new 275bhp competition version of Cooper S.



**NEED TO KNOW...**  
"Suzuki's current strategy is to make its cars value-led, not price-led. In other words, to stuff even base-spec models with kit. The result should be improved residuals, making the brand more attractive to buyers"



**Well designed boot offers lots of space, as do the rear seats; driving modes give versatility**



rugged appearance. The interior is still far from glamorous, but some simple additions – like the central analogue clock and plastic trim panel (available in a variety of colours and textures) that stretches across the dash – give it a fresher, younger feel than the S-Cross.

You'll still find scratchy plastics in abundance, but at least they feel well put together – and this was a pre-production prototype, don't forget.

Mid-spec cars and above get a seven-inch touchscreen, which has bright and clear graphics but can be fiddly to use. The car's height means there's generous headroom in the rear, despite the sloping roofline, and enough space for three average-sized adults.

Choosing an engine is easy – there's either a 1.6-litre petrol or a 1.6-litre

turbodiesel, both producing 118bhp. Suzuki's four-wheel-drive ALLGRIP system (the same as used by the S-Cross) is an option, while the petrol comes with a choice of five-speed manual and six-speed auto boxes, and the diesel only with the latter.

Four driving modes – Auto, Sport, Snow and Lock – adapt the transmission's behaviour, ranging from a two-wheel-drive fuel-saving mode when you're cruising in Auto, to permanent four-wheel-drive modes such as Snow and Lock that'll help you out in sticky spots. Sport sends power to the rear tyres when needed, according to throttle inputs.

While the majority of sales are expected to be front-wheel-drive models, Suzuki insists that offering four-wheel drive is key to the Vitara's rough-and-ready appeal – and we couldn't agree more. The set-up is expected to add around £1,800 to the price, but only 65kg to the kerbweight, and we reckon it's worth stretching to, even if it only gets you off a snowy driveway or across a muddy field a few

**"Options include 10 body colours and two roof finishes, as well as two styling packs"**





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**STEERING**

While a bit light and low on feedback, steering is adequate for hustling along at surprising speeds

**IN-DASH TECH**

Seven-inch touchscreen in mid-spec cars and above boasts bright and clear graphics

times a year. We tried both the petrol and diesel engines, and whichever you go for you won't be disappointed. The latter sounds a bit agricultural at anything more than half throttle, but delivers a decent shove in the back and returns over 70mpg, with emissions as low as 106g/km on the two-wheel-drive version (the two-wheel-drive petrol returns 53.3mpg and 123g/km, but is around £1,500 less).

The petrol engine is far quieter when cruising, but has a pleasing throaty sound when you work it hard – and while this unit is lacking in torque, it loves to be revved right to the red line. As a result you can drive around with your foot welded to the floor, tapping the engine's full potential on public roads without breaking the law. The manual box has a lovely mechanical shift reminiscent of the Swift's, too.

What's curious about the petrol and diesel models is that the diesel has a softer suspension set-up, so it rolls a bit more in bends but floats over bumps that the petrol model tends to hit much harder. As a result, the latter feels more fun when you're pushing on, not only because the engine responds quicker, but because the front end stays flat and bites harder in corners. The steering is a bit light and low on feedback, but fine for hustling along at surprising speeds.

Of course, none of this matters all that much if you're buying the Vitara to carry you and your passengers safely from A to B, but it's nice to know that there's a sporty SUV waiting to get out. A Suzuki exec even confirmed that a Juke Nismo-rivalling Vitara Sport, likely to be powered by a 1.6-litre turbo, will definitely join the range later in the lifecycle.

**PAGE 38: Suzuki Celerio driven**



**NEED TO KNOW...**  
"The Drive Mood Selector allows you to change settings for engine, brakes, steering and transmission to suit your driving preferences"



Cabin tech includes smartphone interface

**Auto  
EXPRESS**

**Verdict**

YOU can pick holes in the Vitara if you like – the rough-sounding diesel and scratchy cabin plastics could be better – but there's something charming about its honesty. It isn't trying to be premium, it's just built to last and engineered to drive with real zip. The fact that it's spacious, well kitted out and looks smart is a major bonus, and we see no reason why it can't compete with the big-hitters in this class.





### Essentials

#### BMW 3 Series Plug-in Hybrid

<b>Price:</b>	N/A
<b>Engine:</b>	2.0 4cyl petrol/electric motor
<b>Power:</b>	241bhp combined
<b>Transmission:</b>	Eight-speed automatic, rear-wheel drive
<b>Top speed:</b>	155mph (limited)
<b>Economy:</b>	140mpg
<b>CO<sub>2</sub>:</b>	50g/km

**ON SALE Mid 2016 (est)**

#### NEED TO KNOW...

"BMW already offers the 3 Series ActiveHybrid, but it's more of a performance-focused choice featuring six-cylinder power. New plug-in is much more eco-minded"



**PRACTICALITY** Lithium-ion battery is packaged beneath the load area, so there's no underfloor storage, no spare tyre and the boot space is reduced slightly. The good news is that there's no compromise on passenger space in the front or back



**INTERIOR** Owners of the existing 3 Series will feel immediately at home inside the car, with the familiar iDrive dial to control infotainment, plus the eight-speed auto lever. The eDrive button selects battery-only mode



On road, plug-in hybrid model handles just like any other 3 Series, with impressive poise and composure. Drivers get choice of Comfort, Sport and Eco Pro modes, but power delivery on our early prototype could have been more refined

#### AE Dave Humphreys

BMW isn't one to be left behind by its rivals, so as Audi opens order books for its A3 e-tron (driven on Page 34), the company is developing a family of plug-in hybrids of its own.

In February (Issue 1,308), we got behind the wheel of an X5 eDrive prototype – a four-wheel-drive plug-in hybrid, on sale early next year, that's capable of 18 miles on battery power alone and 70mpg overall. And now BMW has given its best-selling 3 Series saloon the plug-in petrol-electric treatment.

Even though this car looks virtually production ready, we're told it won't go on sale for another two years, but when it does, we can expect CO<sub>2</sub> emissions as low as 50g/km, plus official fuel economy of 140mpg.

Under the light disguise of the prototype we drove is a 3 Series that's marked out only by the battery charging inlet cover located on the wing, just

behind the front left wheel. A lithium-ion battery, mounted under the slightly smaller boot space, can be charged in as little as two hours from a dedicated home charging point – or around twice that from a standard public charging station, or a three-pin household plug.

It powers an electric motor – derived from the eDrive tech seen in BMW's i3 and i8 models – which drives the rear wheels up to speeds of 75mph in all-electric mode and has an electric-only range of 22 miles with zero emissions.

BMW settled on this range based on customer driving data and a compromise on weight affecting the car's balance, as a longer range would've meant a heavier battery. The weight of the plug-in hybrid system adds about 160kg as it is. Even

so, engineers suggest that the balance of the car could be very close to BMW's usual 50:50 weight distribution.

Under the bonnet is the familiar 2.0-litre TwinPower turbo four-cylinder petrol engine, producing 177bhp and 320Nm, although this only comes to life when the battery is depleted or more power is required than the electric motor's 93bhp. The engine is hooked up to an eight-speed auto box, which itself has been optimised to enhance overall efficiency by a further two per cent.

The driver can choose the 'eDrive' setting, which switches the 3 Series to electric-only mode, or select a 'Save' function to maintain the battery's charge at a minimum of 50 per cent. If it's below this at the time of selection,

**"Lithium-ion battery charges in two hours from home socket and gives 22-mile electric range"**



## BMW 3

### FIRST DRIVE Petrol-e







# 3 Series Plug-in Hybrid

## Running costs

140mpg (official)

£73 fill-up



Electric saloon could be the answer to business users' prayers



### Steering is as responsive as ever; big central display is clear and easy to use

the petrol engine will kick in to bring the lithium-ion battery up to charge.

As with conventional BMWs, a choice of drive modes is available: Comfort, Sport and Eco Pro. Each uses the hybrid system in a different way and to varying extents. Sport mode employs both motors at all times and also recharges the battery through regenerative braking at a faster rate, while in Eco Pro the ECU always looks to use the most efficient combination of power sources.

Our first drive aboard the prototype revealed that the project remains a work in progress. The main area that needs attention is the hybrid system's power delivery, which lacks finesse – the handover of propulsion from electric motors to combustion engine is jerky at times. When the power does

come in, there's plenty of it: in Sport mode, the engine and motor give their maximum, so you get 241bhp and 400Nm – that's the same amount of torque as in the previous-generation M3.

Where the BMW does impress, even at this early stage, is in its composure when cornering at higher speeds. You can feel the extra weight of the batteries of course, but it's distributed low down in the car, so it handles much like any other 3 Series, with superb balance and poise. The ride doesn't appear to have suffered, either, although it has that same underlying firmness we're so used to from German saloons.

While diesel versions are likely to continue to be more popular in the UK for now, the plug-in hybrid makes a compelling case for business users who prefer petrol power thanks to its low local emissions. What price this efficiency will come at remains to be seen.



## Verdict

BMW's current 3 Series ActiveHybrid is a powerful alternative to the faster diesel models, but the company's next-generation plug-in hybrid comes with tax-busting low emissions. Will it be enough to convert company car buyers to petrol power? The pre-production model we tried certainly drives well enough, but its fate will ultimately depend on UK pricing, which BMW has yet to discuss so far away from the car's launch.





**NEED TO KNOW...**  
 "For the next 10 to 15 years Audi will be focusing on plug-in hybrid technology. The Q7 e-tron will be the next to arrive in 2015"



# Audi A3 e-tron

## Performance

0-62mph/top speed  
 7.6 seconds/137mph



## Running costs

176.6mpg (official)  
 £49 fill-up



**FIRST UK DRIVE** Brand's first plug-in hybrid is exciting indicator of what's to come



**Jonathan Burn**  
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 @Jonathan\_burn

**AE** THE Audi A3 e-tron, the first of many plug-in hybrids from the brand, has finally arrived in the UK. Visually, there's little to mark it out from the rest of the A3 range other than unique alloy wheels, a single frame grille and specific bumpers.

A 1.4-litre TFSI engine and electric motor combine to develop 201bhp and 350Nm of torque – enough to crack 0-62mph in 7.6 seconds. More importantly it returns a claimed 176.6mpg and 37g/km of CO<sub>2</sub>, so the Benefit In Kind (BIK) rating is five (as low as it gets).

Theoretically, a 580-mile range is possible, with 31 miles at speeds of up to 80mph on electric power alone. The bad news is at £29,950 – after the £5,000 Government grant – the A3 e-tron costs over £1,000 more than the BMW i3 REX. On top of that, the claimed 176.6mpg is a fantasy – in the real world, fuel economy will fluctuate wildly depending on how you use the car.

Climb inside and as with any Audi, the cabin is perfectly crafted. The design is clean, with every surface wrapped in brushed aluminium or soft leather. The e-tron comes with dual-zone climate control, front sports seats, an S tronic gearbox, MMI navigation plus and a

seven-inch colour display as standard. Unless you specify otherwise, the Audi will pull away in pure EV mode. Squeeze the throttle and it surges forward silently all the way up to 80mph.

To get the best out of the hybrid powertrain, you have to take advantage of the four available hybrid modes. Hybrid Auto switches between the combustion engine and electric power depending upon driving style, while Hybrid Hold stores battery energy for use when pure EV mode is selected. Once depleted, Hybrid Charge increases brake regeneration, using the petrol engine to replenish the batteries.

The e-tron has the A3's rather vague and numb steering, but on the whole, composure and comfort are where it excels. Only when you floor the throttle does the presence of the 1.4-litre engine become apparent.

There's almost as much torque in the A3 e-tron as there is in the lively S3, but whereas the hot hatch delivers power through quattro all-wheel drive, the e-tron is front-drive only. In slippery conditions, the front wheels will spin under power and can dive into understeer when pressed. Fitting the battery stack has added 125kg of weight, but the increased torque from the electric motor offsets the weight gains.



High-quality cabin boasts soft leather and brushed aluminium





**Essentials****Audi A3 e-tron****Price:** £29,950**Engine:** 1.4-litre turbo and electric motor**Power:** 201bhp**Transmission:** Six-speed s-tronic, front-wheel drive**0-62mph:** 7.6 seconds**Top speed:** 137mph**Economy:** 176.6mpg**CO<sub>2</sub>:** 37g/km**ON SALE Now**

**EQUIPMENT** All A3s come with dual-zone climate control, sat-nav, reversing sensors and 17-inch alloy wheels. Power source is shown on display on dashboard



**PRACTICALITY** Adding batteries under the floor has reduced boot space. You have to sacrifice 100 litres in the A3 e-tron over a standard model, but passenger space is unaffected

**Auto Express Verdict**

AUDI has confirmed its commitment to plug-in hybrid technology, and the A3 e-tron seems to vindicate this strategy. There's no avoiding the initial expense, but once you adapt your driving style it'll pay dividends. It's quick and punchy, yet refined and poised when you need it to be. Interest in plug-in hybrids is increasing and the arrival of the A3 e-tron will only intensify demand.



# Volkswagen Touareg

**FIRST DRIVE** Array of updates aims to keep VW's big SUV competitive



Pete Gibson

**Aluminium centre console contrasts nicely against black dashboard**

**James Batchelor**James.Batchelor@dennis.co.uk  
@JRRBatchelor

**AE** IN the UK, Volkswagen expects the top-spec R-Line version to take 85 per cent of sales of the facelifted Touareg – and it's also the best model to showcase the updates.

While all 2015 Touaregs get updated bumpers and grilles, new wheels and paint colours, the R-Line also features more aggressive-looking bumpers, 20-inch alloy wheels, lowered sports suspension, LED daytime running lights and a panoramic glass sunroof.

Inside, the conventional interior gets black rooflining, aluminum-look pedals and sports seats. Opt for a Touareg today and engine choice is limited to a 3.0-litre V6 diesel with 201bhp and 258bhp.

We tested the latter, and thanks to a healthy 580Nm of torque, the Touareg rockets to 62mph in a hot hatch-rivalling 7.3 seconds. Top

**NEED TO KNOW...** "Choosing a 3.0 V6 petrol, 4.2 V8 petrol or 5.0 V10 TDI is no longer an option – there's just a 3.0-litre V6 diesel with 201bhp or 258bhp"

speed is 140mph while stop-start and a coasting function on the eight-speed dual-clutch gearbox help the big VW return 42.8mpg and emit 174g/km of CO<sub>2</sub> – just 1g/km more than the lower-powered version, which also returns the same fuel economy.

The well weighted steering makes threading the Touareg along country roads a breeze, but the VW does feel large and heavy, while the 20-inch wheels crash through potholes. On better surfaces, the ride is floaty.

On the plus side, the Touareg feels built to last. The makeover adds some sparkle to the VW's twilight days, but whether it's enough to keep UK buyers interested remains to be seen.

**Essentials****Volkswagen Touareg 3.0 TDI R-Line****Price:** £47,500**Engine:** 3.0-litre 6cyl turbodiesel**Power:** 258bhp**Transmission:** Eight-speed automatic, four-wheel drive**0-62mph:** 7.3 seconds**Top speed:** 140mph**Economy/CO<sub>2</sub>:** 42.8mpg/174g/km**ON SALE Now**

**EQUIPMENT** All models are well equipped, with the R-Line at the top of the range. Auto eight-speed box is smooth and fitted as standard



**BOOT** Luggage bay is vast and loading is made easier thanks to lack of sill lip. Rear seats can slide forward for more space



**PRACTICALITY** Rear passenger space is decent, and panoramic sunroof makes interior feel spacious. Leather seats are a luxurious touch

**Auto Express Verdict**

STYLING revisions add sparkle to the dependable Touareg. Our choice would be this more powerful diesel, as it gives better performance with near identical running costs to the less powerful version. But while it's a strong package compared to rivals, it feels a little long in the tooth.





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Official fuel consumption figures in mpg (l/100km) for the Ford Fiesta range: urban 33.6-76.4 (8.4-3.7), extra urban 62.8-91.1 (4.5-3.1), combined 47.9-85.6 (5.9-3.3). Official CO<sub>2</sub> emissions 138-85g km.

The mpg figures quoted are sourced from official EU-regulated test results, are provided for comparability purposes and may not reflect your actual driving experience. Vehicle shown is the Ford Fiesta Titanium X with optional Candy Blue pearlescent paint and 17" B-spoke alloy wheels. Ford SYNC with Voice Control works with compatible connected mobile phones only. See [ford.co.uk](http://ford.co.uk). SYNC standard on Zetec, Zetec S, Titanium and Titanium X. Optional extra on Style. Not available on Studio.



**Go Further**





**NEED TO KNOW...**  
 "There's no chance of the DS 6 coming to the UK, which is a shame, as this is by far its best attempt at a bigger DS"

## Essentials

### DS 6WR Prestige

<b>Price:</b>	272,900 RMB (£28,350)
<b>Engine:</b>	1.6-litre 4cyl petrol turbo
<b>Power:</b>	158bhp
<b>Transmission:</b>	Six-speed auto, front-wheel drive
<b>0-62mph:</b>	9.5 seconds
<b>Top speed:</b>	119mph
<b>Economy:</b>	42.2mpg
<b>CO<sub>2</sub>:</b>	155g/km

**ON SALE Now (China)**



# DS 6WR

#### Performance

0-62mph/top speed  
9.5 seconds/119mph



#### Running costs

42.2mpg (official)  
£74 fill-up



**FIRST DRIVE** China-only SUV is the best large DS model to date

Nick Gibbs

**AE** THE best French SUV on sale right now isn't available here or in France. In fact, the DS 6 can only be bought in China. Pitched as an affordable alternative to the Range Rover Evoque, it gives Citroen's upmarket DS brand its first SUV contender.

The car certainly wouldn't look out of place in the UK. The chunky profile would give any potential Volvo XC60 or Nissan Qashqai buyer pause for thought, and the chrome detailing of Chinese owners' tastes has been given a more tasteful matt finish in details like the roof rails that carry on down the rear pillar.

Inside, there's more leather than you'd find in an equivalent UK car, extending to the dashboard and door cappings in this top-of-the-range Prestige edition. It's all good quality, though, as are the buttons and the rubber-edged dials that operate the temperature controls. The only duff note comes when you have to rest your hand on the poor-quality fake wood while operating the seven-inch touchscreen that it surrounds.

The powertrain is far more Chinese a choice. There's no diesel option, as the DS6 only comes with Peugeot-Citroen's 1.6-litre petrol turbo, with either 158bhp or 197bhp paired with a six-speed auto gearbox. Four-wheel drive isn't available, either, due to DS claiming that electronic 'Grip Control' can optimise front-wheel traction on different terrains.

We drove the 158bhp version, and it's a bit of a weak link. Cars of the DS 6's



**There's plenty of leather in this top-spec Prestige trim, while chunky styling helps DS 6 stand out on the road**

4.5-metre length and 1.5-tonne weight cry out for a torquey diesel, as the four-cylinder gets noisy when overstretched.

Everything else is better. There's a nice weight to the steering and roll is well contained in corners. It rode well on newly paved roads, too. There was no heavy lurching or under braking, for example – things that would indicate it

was sprung too softly. Price-wise, the DS 6 starts from the equivalent of £20,142, compared to £37,170 for the Audi Q5. Equipment includes leather seats, sat-nav, keyless entry and tyre pressure monitoring on four of the six models. Our £28,350 car also had a rear view camera, electric boot opening and even a front seats massage function.

**CABIN** Equipment levels are generous – leather and sat-nav are standard, while top-spec models get a parking camera and an auto tailgate



**PRACTICALITY** Chinese owners demand plenty of space, so there's a 500-litre boot, although the Denon-branded sub-woofer dominated ours



**BADGE** You won't find any Citroen badges on the DS 6, which is part of the manufacturer's push to make DS a standalone premium brand

## **AUTO EXPRESS** Verdict

THE DS 6 is attractive, roomy and surprisingly tasteful given that the car's sole market is destined to be China. Petrol-only power wouldn't suit diesel-loving SUV buyers this side of the world, but the quality, equipment and mature road manners certainly would. It's a genuine shame, then, that the DS 6 will not be sold in Europe.





# Suzuki Celerio

**Performance**  
0-62mph/top speed  
13.1 seconds/100mph



**Running costs**  
65.7mpg (official)  
£43 fill-up



**FIRST DRIVE** We get an early chance to try city car built in Thailand that's replacing Alto and Splash

**AE** Nick Maher

THE Celerio is Suzuki's new city car, designed to replace the outgoing Splash and Alto. It's intended as the company's more rational offering in the city car class, with a much funkier small car due on sale in 2018 (see Page 18 for the full story).

First and foremost, the boot is up there with the best in the class, with a 254-litre capacity, while the main cabin is also spacious. There's plenty of head and legroom front and rear, and access to the back seats is made particularly easy thanks to the wide-opening doors. All passengers sit high up, which means that visibility is excellent in the Celerio.

Complementing that, and making parking easy, are a tight turning circle and small overhangs. However, the steering is a little slow-witted and light, plus there's a lack of self-centring that makes it less satisfying to drive than the class's best models.

The 1.0-litre petrol engine compares well with those in other current city cars, though, as it remains relatively quiet around town. Likewise, its suspension copes well with lumps and bumps in the urban jungle.

Efficiency is one of the key elements of this car, and official figures of 65.7mpg and 99g/km will help to keep running costs low. Suzuki has also confirmed that a more economical 1.0-litre engine will be launched in the summer, with claimed CO<sub>2</sub> emissions of 84g/km. At the same time, an optional auto box called 'AGS' will be introduced.

The Celerio's standard kit is generous. Air-conditioning, alloy wheels, DAB radio and Bluetooth are included on all models, although Suzuki has yet to confirm the range structure or pricing.

Safety-wise, stability control and six airbags are fitted as standard. It's worth noting that the Celerio scored just three Euro NCAP stars, but that was due to the test car not having side airbags, which UK models will be fitted with.

**Small overhangs combined with a tight turning circle make the Celerio easy to manoeuvre in car parks**



**Celerio rides well enough, cruising quietly and ironing out surface imperfections**

**NEED TO KNOW...**  
"New version of 1.0 3cyl engine will arrive later in 2015. Dual-jet injectors and stop-start will boost figures to over 80mpg and 84g/km"

## Essentials

### Suzuki Celerio

<b>Price:</b>	From £8,995 (est)
<b>Engine:</b>	1.0-litre 3cyl petrol
<b>Power:</b>	66bhp
<b>Transmission:</b>	Five-speed manual, front-wheel drive
<b>0-62mph:</b>	13.1 seconds
<b>Top speed:</b>	100mph
<b>Economy:</b>	65.7mpg
<b>CO<sub>2</sub>:</b>	99g/km

**ON SALE February**



**SPACE** Rear seats provide plenty of head and legroom for two people, but three in the back is a bit of a squeeze



**PRACTICALITY** Boot capacity of 254 litres is identical to the Hyundai i10's and larger than that of its Swift bigger brother



**"All passengers sit high up, which means that visibility is excellent"**



### Auto Express Verdict

CITY cars are incredibly popular right now and there's a massive amount of competition in the class, but Suzuki's new Celerio is among the most spacious of the lot. It's also quite efficient and comes with plenty of standard kit, although there are city cars with better quality interiors and more satisfying road manners. Ultimately, though, its pricing (estimated from just below £9,000) will determine its success.





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### Representative example

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Dealer deposit contribution	£1,600	Option to purchase fee	£149	6.9% APR representative	

The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique MediaNav dCi 90 S&S are: Urban 70.6 (4.0); Extra Urban 88.3 (3.2); Combined 83.1 (3.4). The official CO<sub>2</sub> emissions are 90g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO<sub>2</sub> may vary with driving styles, road conditions and other factors.



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## MINI Challenge

**FIRST DRIVE** Competition version of Cooper S is true racer

### 2015 MINI Challenge

<b>Price:</b>	£34,950
<b>Engine:</b>	2.0-litre 4cyl turbo
<b>Power:</b>	275bhp
<b>Transmission:</b>	Six-speed sequential, front-wheel drive
<b>0-60mph:</b>	N/A
<b>Top speed:</b>	N/A
<b>Econ/CO<sub>2</sub>:</b>	N/A

**ON SALE Now**

**Owen Mildenhall**  
Owen\_Mildenhall@dennis.co.uk

**AE** FROM its earliest days, the original Mini was a firm favourite of amateur racers. And now, thanks to Suffolk-based team Excel8 Motorsport, you can get behind the wheel of a competition version of the latest MINI Cooper S.

The MINI Challenge has been created for a new flagship class in the successful British MINI Challenge series, and while it starts life as a road car, 120 hours of work turn it into a real racer. The interior is stripped out and a safety cage is welded in, while under the bonnet the standard engine gets an upgraded turbo and ECU, for an additional 86bhp, and is matched to a sequential racing gearbox.

The standard suspension parts remain, but it gets stiffer bushes, adjustable racing dampers and more aggressive camber, caster and ride-height settings. With no ABS or servo assistance, the upgraded brakes are pure motorsport.

All of which ensures the MINI Challenge feels stiff, pointy and every bit the real racer. The sequential gearbox means you can bang each upshift home without lifting the throttle, and there's plenty of feel through the brake pedal, too. There's also enough adjustment available to fine-tune the chassis set-up.

The MINI Challenge starts next spring, and takes place over seven meetings with three races per weekend.



**Fibreglass bumpers, sills and wheelarches give the Challenge a racier look, plus they're cheap to repair**



### EQUIPMENT

MINI Challenge comes with a Cosworth racing dash, Quaife gearbox and limited-slip diff, plus Alcon floating four-pot brakes and Forge intercooler. Telemetry is optional

### Verdict

DESIGNED as an affordable way for racers to learn their craft, the MINI Challenge gives you a lot for your money. With racing brakes and a sequential box, plus the guarantee of close racing, it's a good school for aspiring BTCC drivers.



## Coming soon



### FORD MUSTANG 2015

Muscle car will be sold officially in right-hand drive in the UK for the first time next year, with the option of a frugal EcoBoost 4cyl engine.

<b>SUPERMINIS</b>			
Audi A1 facelift	early 2015	Porsche GT3 RS	mid 2015
Fiat 500	2016	Porsche 961	2016
Ford Ka	mid 2015	Porsche Pajon	2017
Honda Jazz	early 2015	Renault Alpine	2015
Hyundai i20	early 2015	Toyota FT-1 (Supra)	late 2015
Mazda 2	early 2015	Vauxhall Monza	2015
Renaultsport Twingo	late 2015	VW Golf R estate	2015
SEAT Ibiza	2016	VW Passat GTE	June 2015
Skoda Fabia	early 2015		
Smart ForTwo	early 2015	<b>SUVs</b>	
Smart ForFour	early 2015	Alfa Romeo SUV	early 2015
Vauxhall Adam S	April 2015	Aston Martin SUV	2017
Vauxhall Viva	spring 2015	Audi Q1	2016
VW Polo GTI	2015	Audi Q5	2016
		Audi Q6	2016
		Audi Q7	mid 2015
		Audi Q8	2017
<b>FAMILY CARS</b>		Audi RS Q1	late 2016
Alfa Romeo Giulia	late 2015	Bentley SUV	2016
Alfa Romeo Giulia Estate	late 2015	BMW X3	2016
Audi A3 three-cylinder	late 2015	BMW X7	2018
Audi A4	early 2015	Dacia Duster facelift	2016
BMW 1 Series facelift	2015	Ford Edge	2015
BMW i5	mid 2015	Honda Vezel	2015
Cadillac ATS	winter	Infiniti QX30	late 2015
Ford Mondeo Vignale	early 2015	Jaguar C-X17	2016
Honda FCEV	mid 2015	Kia Sorento	early 2015
Hyundai Genesis	winter	Lamborghini Urus	2017
Infiniti Q30	spring 2015	Land Rover Defender	2016
Jaguar XE	early 2015	Maserati Levante	2016
Kia Rio coupé	2015	Mazda CX-3	early 2015
Mercedes CLA Shoot. Brake	early 2015	Mercedes GLK	2015
MG5	early 2015	Mercedes GLE Coupé	2015
MINI Clubman	early 2015	Mercedes baby SUV	2017
Nissan Leaf	mid 2016	Peugeot Quartz	2016
Porsche Panamera estate	2015	Porsche Cayenne Coupé	2017
Renault Espace	2015	Porsche Macan Turbo S	early 2015
Skoda Superb	2015	Porsche Macan GTS	2015
Skoda Fabia estate	early 2015	Range Rover Sport SVR	winter
Tesla Model III	2016	Renault Kwid	2016
Toyota Prius	2015	Renault Mégane SUV	2015
Toyota FCV	mid 2015	Renault seven-seat SUV	2015
Vauxhall Astra	2015	SEAT IBX	2016
VW Beetle Dune	late 2015	Skoda Yeti+2	2016
VW Golf Alltrack	mid 2015	SsangYong crossover	2016
VW Golf GTE	winter	Suzuki iV-4	2015
VW Golf CC	2015	Tesla Model X	2015
VW Golf R estate	Spring 2015	Toyota C-HR	2017
VW Passat Alltrack	summer 2015	Volkswagen Taigun	2015
VW Passat GTE	June 2015	Volkswagen Tiguan	2016
		Volkswagen T-ROC	2016
<b>SPORTS CARS</b>		Volvo XC40	2018
Alfa Romeo Spider	2015	Volvo XC60	late 2015
Alfa 4C Stradale	2015	Volvo XC90	early 2015
Alfa 6C	2016		
Audi RS3	mid 2015	<b>PEOPLE MOVERS</b>	
Audi A5	spring 2016	BMW CAT 7-seater	early 2015
Audi R4	2015	Ford C-MAX facelift	spring 2015
Audi R8	early 2015	Ford Grand C-MAX facelift	spring 2015
Audi TT Sportback	2016	Ford S-MAX	early 2015
Audi TT Sport Quattro	2015	Mercedes R-Class	late 2015
BMW M1	2016	VW Touran	March 2015
BMW M2	2015		
Cadillac ATS Coupé	winter	<b>CABRIOLETS</b>	
Caterham Aeroseven	winter	Audi TT Roadster	2015
Caterham sports car	2016	Alfa Romeo 4C Spider	early 2015
Chevrolet Corvette Z06	spring 2015	Ferrari 458 Speciale A	early 2015
Ferrari 458M	early 2015	Ford Mustang Convertible	2015
Ford Focus RS	2015	Lamborghini Huracán Spyder	2015
Ford Mustang	early 2015	Mazda MX-5	2015
Honda Civic Type R	March 2015	Mercedes C-Class Cabriolet	2015
Honda NSX	mid 2015	Mercedes S-Class Cabriolet	2015
Jaguar XE SVR	early 2016	MINI Convertible	late 2015
Kia GT4 Stinger	2016	Range Rover Evoque Cabriolet	2015
Lamborghini Asterion LP910-4	2017	Rolls-Royce Wraith Drophead	2016
Lexus GS-F	early 2016	VW Beetle Dune cabriolet	late 2015
Lexus RC	early 2015		
Lexus LF-LC	2016	<b>LUXURY CARS</b>	
Maserati Alfieri	2016	BMW 7 Series	early 2015
McLaren P13	2015	Cadillac ELR	late 2015
Mercedes-AMG GT	early 2015	Infiniti Q80	2020
MG TF replacement	2015	Jaguar XF	2016
MINI JCW	early 2015	Mercedes-Maybach S600	spring 2015
Nissan Pulsar Nismo	mid 2015	Mercedes S-Class Pullman	2015
Peugeot 308 R	mid 2015	Rolls-Royce Phantom	2017
Porsche Cayman GT4	2015	VW Phaeton	late 2016
		Volvo S90	2016



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The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO<sub>2</sub> emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.10.14 and 31.12.14 at participating dealers. T&C apply. \*0% APR finance available on all all-new Mazda3 models over 24, 30, 36 or 42 months. **You will not own the vehicle until all payments are made.** Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: All-new Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.





## THE ULTIMATE GUIDE TO COMPANY CARS

Buying a company car? Our comprehensive guide will help you find the perfect match, from superminis to supercars



**James Disdale**

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**AE** COMPANY cars are big business for motor manufacturers. Check out the UK's annual new sales figures, and you'll see that fleet purchases make up around half of the new car market every year. What's more, many makers are fully aware of the benefits of appealing to this section of the market, and offer bespoke 'business edition' models that are designed to maximise the value for money you get from your company car allowance.

But which company model is the right one for you? To find out, Auto Express has fired up the calculator and crunched the numbers to pick some of the best new cars that can make your money go further.

We've divided our choices into five price categories and picked six of the best cars in each one. As company car taxation is based on emissions, all the models we've chosen have a relatively low output, but that doesn't necessarily

mean you're stuck with an ordinary, run-of-the-mill 'econobox'. In fact, you'll be surprised at exactly what you can get for your money, because the constant drive by manufacturers to reduce emissions means you can get a lot of car for your tax band.

From superminis to supercars, people carriers to crossovers, there's bound to be a model in our selection that's right for your needs – and it won't cost an arm and a leg when the taxman comes knocking. If you're looking for something a bit out of the ordinary, we've picked five fun choices in each price bracket that'll put a smile on your face for the way they drive as well as their low tax costs.

Don't know your Benefit in Kind (BIK) from your P11D, or want to find out if your employer's company car scheme is right for you? Simply turn to Page 47, where we explain the ins and outs of company car tax, allowances and percentage rates.

**“Drive to reduce emissions means you can get a lot of car for your tax band”**

## Company cars

### Citroen C4 Cactus 1.2 PureTech 82 Feel

**Engine/power:** 1.2-litre 4cyl, 81bhp

**Price:** £14,590

**P11D price:** £14,535

**BIK tax (pcm 20%/40%):** £34/£68

**CO<sub>2</sub>/economy:** 107g/km/61.4mpg

**0-62mph/top speed:** 12.9 secs/106mph

It took Citroen a while to enter the crossover class, but it finally joined this year with something very different from the norm. The C4 Cactus has the kind of cutting-edge design that's made cars such as the DS 3 and C4 Picasso stand out from the crowd, while a raft of weight-saving measures gives economy and emissions figures that would do a supermini proud.

As a result, it's a tempting company car choice. With a stretched C3 hatch's running gear, it's roomier than a Peugeot 2008 or Renault Captur, while cost-cutting features such as the pop-out rear windows and top-opening glovebox have been made into nifty design touches. The 1.2-litre PureTech petrol copes fine with daily life, and emissions of 105g/km mean very low company car tax bills.



### MINI One 3dr

**Engine/power:** 1.2-litre 3cyl, 101bhp **Price:** £13,750

**P11D price:** £13,695 **BIK tax (pcm 20%/40%):** £32/£64

**CO<sub>2</sub>/economy:** 108g/km/61.4mpg **0-62mph/top speed:** 9.9 secs/121mph

WE crowned the third-generation MINI our Car of the Year earlier this year, and business users can drive it for a minimal outlay if you go for the entry-level model. The 1.2-litre three-cylinder doesn't pack the biggest punch, but it's still responsive enough for city driving, while standard stop-start and a raft of fuel-saving tech mean fewer fuel pump visits. Plus, this base model is arguably the most comfortable in the range, thanks to its small wheels and softer suspension set-up. Add in a more spacious cabin than ever before, as well as plenty of retro design touches that create a classy look inside and out, and it's easy to see why the new MINI is a smart choice for the business user.



**52 RED-HOT DROP-TOPS GO HEAD-TO-HEAD**  
BMW's 425bhp folding hard-top M4 meets Jag's 375bhp soft-top F-Type.



**61 LIVING WITH A... HYUNDAI i10**  
City car stretches legs on trip to Wales to meet Hyundai's WRC team.



# under £15,000



**TESTERS' NOTES...**  
"Fantastic emissions make C4 Cactus a great choice for company drivers with a family, and we love car's stand-out looks inside and out."

**JAMES DISDALE**  
ROAD TEST EDITOR



## Nissan Note 1.2 DiG-S Acenta

**Engine/power:** 1.2-litre 4cyl, 97bhp

**Price:** £14,625

**P11D price:** £14,570

**BIK tax (pcm 20%/40%):** £29/£58

**CO<sub>2</sub>/economy:** 99g/km/65.7mpg

**0-62mph/top speed:** 11.7 secs/113mph

THE second-generation Nissan Note is a bit of an unsung hero in the supermini class. It's not the most exciting car to drive or look at, but it's practical thanks to its folding and sliding back seats and removable boot floorboards that create two load spaces.

And if you go for a model using the supercharged 1.2-litre petrol engine, you get emissions on a par with the standard 1.2's, but with added performance. A 0-62mph time of 11.7 seconds won't set the world on fire, yet that's countered by low emissions and an attractive business rate for company car drivers.



## Skoda Citigo 1.0 75 Elegance 5dr

**Engine/power:** 1.0-litre 3cyl, 74bhp

**Price:** £10,740

**P11D price:** £10,685

**BIK tax (pcm 20%/40%):** £21/£43

**CO<sub>2</sub>/economy:** 98g/km/67.3mpg

**0-62mph/top speed:** 13.2 secs/106mph

A NUMBER of new city cars have arrived in the past 12 months, but the Citigo has seen off all-comers to remain our class favourite. It ticks all the right boxes thanks to its mix of value, performance and quality, while the cabin has enough room to challenge some superminis for practicality. The 74bhp version of the 1.0-litre three-cylinder has enough power to keep pace with city traffic, plus direct steering and a sharp chassis mean a surprisingly fun drive.



## Dacia Duster 1.5 dCi Ambiance 4x4

**Engine/power:** 1.5-litre 4cyl, 109bhp

**Price:** £13,995

**P11D price:** £13,810

**BIK tax (pcm 20%/40%):** £53/£106

**CO<sub>2</sub>/economy:** 137g/km/53.3mpg

**0-62mph/top speed:** 12.5 secs/104mph

DACIA shook up the car market with its value-for-money pricing, while the Duster crossover is one of the cheapest and most versatile 4x4s around. The mid-spec Ambiance is fairly sparsely equipped compared to rival crossovers, but that only adds to its rugged charm, and what it lacks in kit it more than makes up for with space. It's the biggest 4x4 for this money, while the efficient 1.5 dCi diesel helps deliver low running costs for an off-roader.



## Suzuki Swift Sport Nav 3dr

**Engine/power:** 1.6-litre 4cyl, 134bhp

**Price:** £13,999

**P11D price:** £13,799

**BIK tax (pcm 20%/40%):** £51/£101

**CO<sub>2</sub>/economy:** 147g/km/44.1mpg

**0-62mph/top speed:** 8.7 secs/121mph

IT'S not the cheapest business option in this price bracket, but few cars can offer the Swift Sport's sharp chassis and rev-happy engine, and it's a price well worth paying for performance on a budget. You get direct steering, a snappy six-speed box and nimble handling, and because this is the flagship of the Swift range, sat-nav, cruise and climate control, DAB radio and metallic paint are included. Want more practicality? A five-door costs £500 more.





## SEAT Leon 1.2 TSI SE

**Engine/power:** 1.2-litre 4cyl, 108bhp

**Price:** £17,235

**P11D price:** £17,180

**BIK tax (pcm 20%/40%):** £43/£86

**CO<sub>2</sub>/economy:** 114g/km/57.6mpg

**0-62mph/top speed:** 9.9 secs/121mph

THE Leon is a great compact hatch that's just as appealing as a business proposition as it is for private buyers. It's a multiple test winner here at Auto Express, as well as a former Car of the Year, with its combination of first-class build quality, fine handling, punchy engines and great value. One highlight of the range is the 1.2 TSI petrol turbo, which delivers decent performance with plenty of overtaking power, despite its small capacity.

If you go for an SE model, you get a reasonable amount of kit, too. Alloy wheels complement the sharp looks, while inside there is air-con and cruise control, and the XDS electronic diff sharpens up the Leon's handling. There's also a long list of attractively priced options, including sat-nav, LED headlights and DAB radio. If you get to spec up your company car then these extras will make an already great choice even better, without hugely impacting on the bottom line.



## Ford B-MAX 1.0T 125 Titanium

**Engine/power:** 1.0-litre 3cyl, 123bhp

**Price:** £17,195

**P11D price:** £17,140

**BIK tax (pcm 20%/40%):** £43/£86

**CO<sub>2</sub>/economy:** 114g/km/57.7mpg

**0-62mph/top speed:** 11.2 secs/117mph

IF you're after a small MPV as your company car, it doesn't have to be a dull box on wheels. OK, so the B-MAX isn't the most exciting car to look at, but it's packed with clever features. Its main party trick is sliding back doors. They lock with the front doors, so opening all four gives a huge gap to access the cabin. But that's not where the Ford's talents end. There's flexible seating, lots of storage and, thanks to those Fiesta underpinnings, it's very nimble to drive. The more powerful version of the 1.0-litre turbo EcoBoost petrol gives good performance, too.



## Suzuki SX4 S-Cross 1.6 DDiS SZ-T

**Engine/power:** 1.6-litre 4cyl, 118bhp

**Price:** £19,499

**P11D price:** £19,444

**BIK tax (pcm 20%/40%):** £58/£117

**CO<sub>2</sub>/economy:** 110g/km/67.2mpg

**0-62mph/top speed:** 12.0 secs/111mph

SEARCHING for something different in the crossover class? Then the Suzuki SX4 S-Cross is well worth a look. Yes, it does sacrifice a bit of interior space to deliver a big boot, but the cabin is big enough for most needs, and what it lacks in space it more than makes up for with equipment – especially if you go for the top-specification SZ-T and SZ-5 trim levels. Power comes from a Fiat-sourced 1.6-litre diesel, and if you choose the front-wheel-drive version, you'll get low CO<sub>2</sub> emissions that'll help reduce your monthly outgoings.

### TESTERS' NOTES...

"Updates to Insignia have made it more attractive than ever, although it'll have work cut out to trump all-new Passat and Mondeo next year."

JAMES DISDALE  
ROAD TEST OR





# £15,000 to £20,000



## BMW 114d SE 3dr

**Engine/power:** 1.6-litre 4cyl, 96bhp

**Price:** £19,980

**P11D price:** £19,925

**BIK tax (pcm 20%/40%):** £56/£113

**CO<sub>2</sub>/economy:** 109g/km/68.9mpg

**0-62mph/top speed:** 12.2 secs/115mph

THERE are plenty of compact hatchbacks in this price band, but BMW's 114d boasts a tempting combination of low tax rates, a classy cabin and engaging handling. Go for an SE model, and it'll deliver decent cruising comfort, too, while the three-door version has a slightly more stylish look than its five-door counterpart. The 114d isn't the liveliest performer, yet it's smooth and refined. If your budget stretches above £20,000, the 116d ED provides more power for a slightly lower BIK bill.



## Caterham Seven 160

**Engine/power:** 660cc 3cyl, 80bhp

**Price:** £17,995

**P11D price:** £17,940

**BIK tax (pcm 20%/40%):** £45/£90

**CO<sub>2</sub>/economy:** 114g/km/57.6mpg

**0-62mph/top speed:** 6.5 secs/100mph

FOR those looking for a fun drive and small tax bills, why not try one of the most engaging sports cars money can buy? The entry-level Caterham uses a rev-happy Suzuki three-cylinder turbo, but while it has only 80bhp, it serves up sprightly performance due to its sub-500kg kerbweight and skinny tyres. You get next to no creature comforts, and you'll need an understanding fleet manager to sign it off as a company car, but these issues will be forgotten the first time you fling the Seven through a series of corners.



## Vauxhall Insignia 2.0 CDTI 140 ecoFLEX Design

**Engine/power:** 2.0-litre 4cyl, 138bhp

**Price:** £19,334

**P11D price:** £19,279

**BIK tax (pcm 20%/40%):** £48/£96

**CO<sub>2</sub>/economy:** 98g/km/76.3mpg

**0-62mph/top speed:** 10.5 secs/127mph

IF ever there was a motor manufacturer that produced cars with business users in mind, it's Vauxhall. All of its mainstream models are offered in trims that cater for private or fleet needs, while the Insignia maintains a reputation established by cars such as the Cavalier and Vectra as the 'repmobile' of choice.

However, this tag does the Insignia a disservice. In fact, cabin quality and driving comfort come close to emulating those of executive cars that are far more expensive, while this year's facelift gave the entire range a boost, in terms of both looks and efficiency. The latest, 138bhp version of the 2.0 CDTI diesel engine features stop-start, which helps reduce emissions to a supermini-rivalling 98g/km. That means tax costs are low, and if you go for Design specification, you'll get useful equipment such as cruise control, DAB radio and electric lumbar adjustment to help soothe you during those long motorway trips.



## Nissan Qashqai 1.5 dCi Acenta

**Engine/power:** 1.5-litre 4cyl diesel, 108bhp

**Price:** £21,600

**P11D price:** £21,545

**BIK tax (pcm 20%/40%):** £54/£108

**CO<sub>2</sub>/economy:** 99g/km/74.3mpg

**0-62mph/top speed:** 11.9 secs/113mph

THE model that kick-started the crossover revolution is also a hugely desirable company car. Now in its second generation, the Qashqai blends rugged SUV styling cues with upmarket quality, family friendly practicality and low running costs.

Business users wanting to keep their tax bills in check should look at the 1.5 dCi Acenta. With incredibly low CO<sub>2</sub> emissions of 99g/km and an attractive £21,600 price, it'll cost higher-rate earners only £108 a month. Yet this low tax burden doesn't come at the expense of creature comforts, because Acenta models come loaded with standard kit, including climate and cruise control, Bluetooth, alloys and ambient cabin lighting.

Plus, the Qashqai is good to drive, there's lots of grip and the 1.5-litre diesel is a punchy performer. Refinement is also superb, while a composed ride and supportive seats help take the strain out of long trips.



## Volkswagen Golf 1.6 TDI BlueMotion

**Engine/power:** 1.6-litre 4cyl diesel, 108bhp

**Price:** £21,670

**P11D price:** £21,615

**BIK tax (pcm 20%/40%):** £50/£101

**CO<sub>2</sub>/economy:** 85g/km/88.3mpg

**0-62mph/top speed:** 10.5 secs/124mph

THE original eco-friendly family hatch is back and better than ever. With a fuel-sipping diesel, lower kerbweight and tweaked aerodynamics, the Mk3 Golf BlueMotion emits only 85g/km and will do nearly 90mpg. Factor in its £21,615 price, and lower-rate earners will fork out only £50 a month in BIK. Yet these tax-busting figures don't result in a compromised drive. The new 108bhp 1.6-litre diesel is smooth and responsive, while a six-speed box means strong performance and refinement. This Golf is beautifully built, spacious and comfortable, too.



## Citroen C4 Picasso 1.6 e-HDi VTR+

**Engine/power:** 1.6-litre 4cyl diesel, 113bhp

**Price:** £20,510

**P11D price:** £20,455

**BIK tax (pcm 20%/40%):** £58/£116

**CO<sub>2</sub>/economy:** 105g/km/70.6mpg

**0-62mph/top speed:** 11.8 secs/117mph

A GREAT company car has to do more than cruise along motorways and stand out at the golf club. Most lead double lives as hard-working family cars – and few are better at this than the C4 Picasso. At the heart of its appeal is its airy cabin that's packed with family friendly touches. Yet the Picasso isn't all substance and no style, because the bold exterior attracts plenty of attention. On the move, the drive is geared towards comfort rather than excitement, but the 1.6-litre diesel is punchy and efficient, helping to place the Citroen in a tax-efficient 17 per cent BIK band.

### TESTERS' NOTES...

"While Mazda 6 is a roomy family car, its sharp chassis and powerful diesel mean it's huge fun to drive if you're alone on a twisty road."

JAMES DISDALE  
ROAD TEST EDITOR





# £20,000 to £25,000



## Skoda Octavia 2.0 TDI vRS

**Engine/power:** 2.0-litre 4cyl diesel, 181bhp

**Price:** £24,020

**P11D price:** £23,965

**BIK tax (pcm 20%/40%):** £76/£152

**CO<sub>2</sub>/economy:** 119g/km/61.4mpg

**0-62mph/top speed:** 8.1 secs/144mph

THE vRS has always been an unsung hot hatch hero, but it takes some beating for performance, practicality and low costs. Using the VW Golf GTI's MQB platform, it has a 217bhp 2.0-litre petrol engine, yet fleet users will prefer the frugal 181bhp 2.0 TDI diesel, which emits 119g/km of CO<sub>2</sub> but does 0-62mph in 8.1 seconds. Robust build, a tempting price and a vast boot finish off the package.



## VW Scirocco 2.0 TDI 150

**Engine/power:** 2.0-litre 4cyl diesel, 148bhp

**Price:** £23,455

**P11D price:** £23,400

**BIK tax (pcm 20%/40%):** £66/£133

**CO<sub>2</sub>/economy:** 109g/km/67.3mpg

**0-62mph/top speed:** 8.6 secs/134mph

FEW compact coupés can match the strong-performing Scirocco for all-round appeal. A recent facelift has kept the bold VW looking sharp, while its spacious, well equipped cabin makes it a sporty car that appeals to the heart and head. The adoption of the brand's latest common-rail 2.0-litre diesel has resulted in CO<sub>2</sub> emissions of only 109g/km, making the Scirocco an attractive company car choice.



## Crunching numbers

IF your employer offers you a company car, it's considered a Benefit In Kind (BIK), or a perk that you get in addition to your normal salary. So, as with your wages, it's liable to tax from Her Majesty's Revenue & Customs (HMRC).

The tax rate for the car you choose is determined by its carbon dioxide (CO<sub>2</sub>) emissions, and is a percentage based on the car's P11D value. The P11D value is the cost of the car including options, but minus non-taxable items, such as the first year's road tax and registration fee.

There are currently 30 BIK tax bands based on emissions, with the least-polluting models earning a five per cent BIK rate, and the highest taxed at 35 per cent. Electric cars are currently tax-exempt, although the rates change for each tax year, and from next April EVs will face a five per cent BIK rate. Diesels also have a three per cent surcharge over a petrol car with similar emissions, so you need to work out if you'll cover enough miles to cover the extra cost.

Finally, the amount of company car tax also depends on your annual salary. If you fall into the 20 per cent tax bracket, you'll pay 20 per cent of the P11D value, likewise for 40 per cent earners. This'll usually be deducted from your monthly pay packet.

**"Least-polluting cars earn five per cent BIK rate, the highest 35 per cent"**



## Mazda 6 2.2 D 150 SE-L Nav

**Engine/power:** 2.2-litre 4cyl diesel, 148bhp

**Price:** £23,595

**P11D price:** £23,540

**BIK tax (pcm 20%/40%):** £63/£126

**CO<sub>2</sub>/economy:** 104g/km/72.4mpg

**0-62mph/top speed:** 9.1 secs/131mph

CUTTING a dash in the corporate car park isn't easy, but you'll be guaranteed admiring glances in the 6. Featuring sleek lines and sporty proportions, the stunning four-door saloon stands out where mainstream rivals blend in.

Yet the Mazda needs more than head-turning looks to earn its place on our wish list. Thanks to the brand's clever SkyActiv tech, the stylish 6's smooth and responsive 2.2-litre diesel combines 148bhp with CO<sub>2</sub> emissions of 104g/km and a claimed 72.4mpg.

The 6 drives as well as it looks, with agile and engaging handling infused with the spirit of the legendary MX-5 roadster. Yet this nimbleness doesn't come at the expense of comfort and refinement, while the cabin is well built and packed with kit, including climate control and sat-nav. Looking good has never been so affordable.





## Audi A6 2.0 TDI Ultra SE S tronic

**Engine/power:** 2.0-litre 4cyl diesel, 187bhp

**Price:** £33,485

**P11D price:** £33,430

**BIK tax (pcm 20%/40%):** £95/£189

**CO<sub>2</sub>/economy:** 109g/km/67.3mpg

**0-62mph/top speed:** 8.2 secs/144mph

THIS could just be the best-value company car on the planet. The sleek A6 has always been a hugely desirable choice, but the arrival of efficient Ultra versions earlier this year propelled the handsome Audi to the top of the user-chooser pecking order.

At the heart of its appeal is a heavily revised 2.0-litre diesel that delivers more power and even greater efficiency. And when hooked up to Audi's smooth and responsive seven-speed twin-clutch auto, the

frugal engine emits only 109g/km and promises an impressive 67.3mpg at the pumps. However, to be a hit in the company car park, a car needs more than simply low BIK bills and a small thirst for fuel.

Happily, even in base SE guise the A6 has plenty of exec appeal. The slickly designed cabin is a cut above rivals', while the standard kit extends to bi-xenon lights, sat-nav and leather. That the Audi is hugely refined and good to drive is the icing on the cake.



## BMW 320d ED Business Touring

**Engine/power:** 2.0-litre 4cyl diesel, 161bhp

**Price:** £31,475

**P11D price:** £31,420

**BIK tax (pcm 20%/40%):** £94/£189

**CO<sub>2</sub>/economy:** 112g/km/65.7mpg

**0-62mph/top speed:** 8.3 secs/138mph

AGILE rear-wheel-drive handling, a solid-gold image, family friendly practicality and low running costs all make the 320d Touring a huge company car hit. The desirable BMW makes even more sense in frugal EfficientDynamics guise, because its 2.0-litre diesel emits only 112g/km of CO<sub>2</sub>, dropping the car into the 17 per cent BIK band. As with all 3 Series, it's huge fun to drive, refined and comfortable, plus the Touring boasts a useful 495-litre boot. Business editions have plenty of exec toys, including sat-nav, leather and a DAB radio.



## Vauxhall Zafira Tourer 1.6 CDTi SRi

**Engine/power:** 1.6-litre 4cyl diesel, 134bhp

**Price:** £26,890

**P11D price:** £26,835

**BIK tax (pcm 20%/40%):** £76/£152

**CO<sub>2</sub>/economy:** 109g/km/68.9mpg

**0-62mph/top speed:** 10.4 secs/120mph

THE arrival of an advanced new diesel has transformed the Zafira Tourer's fortunes. The versatile Vauxhall lacks nothing in style, quality or practicality, but until now it's been hobbled by an engine line-up that lagged behind the best for refinement and efficiency. That's all changed with the smooth 1.6-litre CDTi, which effortlessly blends punchy performance with CO<sub>2</sub> emissions of 109g/km and near-70mpg. All versions benefit from Vauxhall's neat Flex7 seating system, while racy SRi trim strikes the best balance between kit and Benefit in Kind bills.

### TESTERS' NOTES...

"Outlander PHEV has single-handedly turned an SUV also-ran into a top pick for those looking to cut outgoings but not sacrifice space."

JAMES DISDALE  
ROAD TEST EDITOR





# £25,000 to £35,000



## Range Rover Evoque 2.2 eD4 Pure Tech

**Engine/power:** 2.2-litre 4cyl diesel, 148bhp

**Price:** £31,205

**P11D price:** £31,020

**BIK tax (pcm 20%/40%):** £114/£228

**CO<sub>2</sub>/economy:** 133g/km/56.5mpg

**0-62mph/top speed:** 10.6 secs/112mph

THE thought of a front-wheel-drive Range Rover will make some 4x4 fans froth at the mouth, but for business users this efficient car gives a slice of SUV luxury for less. To the standard model's stunning looks, upmarket cabin and plenty of kit it adds stop-start and 2WD, slashing CO<sub>2</sub> emissions to 133g/km. Higher-rate earners get a £228 BIK bill – around £50 less than for the equivalent 4WD. Plus, the raised ride height and traction control means it copes better off-road than many AWD SUV rivals.



## Audi TT 2.0 TDI Ultra Sport

**Engine/power:** 2.0-litre 4cyl diesel, 181bhp

**Price:** £29,770

**P11D price:** £29,715

**BIK tax (pcm 20%/40%):** £89/£178

**CO<sub>2</sub>/economy:** 110g/km/67.3mpg

**0-62mph/top speed:** 7.1 secs/150mph

WANT to get the look for less? Audi's new TT is just the ticket. The all-new third-generation car is faster and more stylish than ever and better to drive, yet costs less to run than a supermini. Thanks to its lightweight aluminium construction, the TDI Ultra claims 109g/km and 67.3mpg – superb, when you consider it does 150mph and 0-62mph in 7.1 seconds. Factor in a classy cabin, engaging handling and surprising practicality, and it's easy to see why the TT is the zero-compromise coupé for company users.



## Mitsubishi Outlander PHEV GX3h

**Engine/power:** 2.0-litre 4cyl petrol/elec. motor, 200bhp

**Price:** £33,304

**P11D price:** £33,249

**BIK tax (pcm 20%/40%):** £28/£55

**CO<sub>2</sub>/economy:** 44g/km/148.7mpg

**0-62mph/top speed:** 11.0 secs/106mph

HERE'S a company car that proves SUVs don't have to cost the earth to run. Thanks to its clever plug-in petrol-electric powerplant, the Outlander will cost higher-rate earners only £55 per month in Benefit in Kind bills. It emits only 44g/km of CO<sub>2</sub>, promises 148mpg fuel economy and claims an electric range of around 30 miles. What's particularly impressive is that these remarkable figures don't come at the expense of the Outlander's family car credentials.

For instance, the spacious interior will comfortably accommodate five adults, while the roomy boot features a 436-litre capacity. Plus, the Mitsubishi comes loaded with equipment as standard, including leather upholstery, climate control and Bluetooth.

It drives well, too, with the electric motor's instant torque helping to deliver punchy performance and decent refinement. And finally, because the Outlander is four-wheel drive, it can venture further off the beaten track than most hi-tech hybrids.



## Tesla Model S 85kWh

**Engine/power:** Electric motor, 375bhp  
**Price:** £62,355  
**P11D price:** £62,300  
**BIK tax (pcm 20%/40%):** £0/£0  
**CO<sub>2</sub>/economy:** 0g/km/N/A  
**0-62mph/top speed:** 5.4 secs/140mph

AVOID tax in business and you'll end up in big trouble. Yet use a Model S as a company car and the Government currently won't expect to see a penny in BIK payments. Unlike its rivals here, the Tesla is a pure electric model, so it attracts no tax liability. And unlike most battery-powered cars, it isn't hobbled by short range, sluggish performance and ungainly looks.

The stylish Tesla takes its cues from rakish coupés, while its five-door body, big cabin and optional seven seats prove it's practical, too. The 85kWh battery option gives a huge range of nearly 300 miles, plus a drive that'd shame many high-performance cars. Plus, Tesla's ever-expanding Supercharger network lets you top up the batteries without paying a penny.

There's a catch, though. From the next financial year the Government will levy a five per cent BIK charge on EVs, so higher-rate earners will pay around £100 a month. Until then, this is seriously cheap, tax-free motoring.



## Mercedes S300 BlueTEC Hybrid L AMG Line

**Engine/power:** 2.1-litre 4cyl diesel/electric motor, 228bhp  
**Price:** £72,260  
**P11D price:** £72,205  
**BIK tax (pcm 20%/40%):** £205/£410  
**CO<sub>2</sub>/economy:** 120g/km/61.4mpg  
**0-62mph/top speed:** 7.6 secs/155mph

HUGE advances in hybrid tech mean even luxury limos such as the S-Class needn't break the bank. Powered by a 2.1-litre diesel and electric motor, it emits only 120g/km of CO<sub>2</sub> and falls into the 17 per cent BIK band. So despite its £72,260 price, it'll cost higher-rate earners only £410 per month. And don't be put off by the small engine, because the S300 is nearly as quick and quiet as the V6 diesel – only a distant clatter at idle betrays its four-cylinder roots. The Hybrid is every bit as comfortable, cossetting and well finished as every other S-Class, too.



## Porsche Cayenne S E-Hybrid

**Engine/power:** 3.0-litre V6 petrol/electric motor, 410bhp  
**Price:** £61,529  
**P11D price:** £61,474  
**BIK tax (pcm 20%/40%):** £113/£225  
**CO<sub>2</sub>/economy:** 79g/km/83.1mpg  
**0-62mph/top speed:** 5.9 secs/150mph

LOOK at the Cayenne S E-Hybrid's CO<sub>2</sub> emissions and mpg, and you'd think we'd mistakenly entered the numbers for an ultra-efficient city car. Yet the Porsche's plug-in diesel-electric drivetrain means company car users can have upmarket SUV style with tiny BIK bills. Under that tough body are a muscular 3.0-litre V6 petrol and electric motor that give a sports car-slaying 410bhp and 0-62mph in 5.9 seconds. Yet plug it in and you can travel up to 22 miles in silent, zero-emissions electric mode. For a luxury off-roader that's more tree-hugger than gas-guzzler, look no further.

**TESTERS' NOTES...**  
 "It's a company car bargain, but you'll have to wait for an 18 – order now, and you won't be behind the wheel until the end of next year."

JAMES DISDALE  
 ROAD TEST EDITOR





# £35,000 and above



## Audi A7 3.0 TDI Ultra SE Exec.

**Engine/power:** 3.0-litre V6 diesel, 215bhp

**Price:** £45,875

**P11D price:** £45,820

**BIK tax (pcm 20%/40%):** £153/£306

**CO<sub>2</sub>/economy:** 122g/km/60.1mpg

**0-62mph/top speed:** 7.3 secs/149mph

SLEEK coupé style, a luxury cabin and hatch versatility – these raw ingredients make the head-turning Audi A7 a real hit. Plus, the efficient Ultra adds penny-pinching company car costs. Despite its smooth, powerful V6 diesel, the A7 emits only 122g/km, dropping it into the 20 per cent BIK bracket and claiming a supermini-rivalling 60.1mpg. However, in every other respect the Ultra is a standard A7, which means you get the same spacious cabin, hushed refinement and composed drive.



## Range Rover Sport HSE 7 seat

**Engine/power:** 3.0-litre V6 diesel, 298bhp

**Price:** £62,850

**P11D price:** £62,450

**BIK tax (pcm 20%/40%):** £344/£687

**CO<sub>2</sub>/economy:** 185g/km/40.4mpg

**0-62mph/top speed:** 6.8 secs/130mph

IT'S not the cheapest choice in our countdown, but no other model here is as versatile as the Range Rover Sport. Combining limo levels of comfort and refinement with seven-seat practicality, composed on-road handling and go-anywhere off-road ability, it could be all the car you ever need. Thanks to its use of lightweight aluminium, it emits only 185g/km of CO<sub>2</sub> and does 40mpg-plus. Yet it'll also cover 0-62mph in 6.8 seconds and give the sort of agility normally expected from the rugged Defender.



## BMW i8

**Engine/power:** 1.5-litre 3cyl turbo/ electric motor, 357bhp

**Price:** £101,385

**P11D price:** £101,330

**BIK tax (pcm 20%/40%):** £84/£169

**CO<sub>2</sub>/economy:** 49g/km/113.0mpg

**0-62mph/top speed:** 4.4 secs/155mph

HOW would you like supercar looks and performance for the same monthly outlay as a top-of-the-range Ford Mondeo diesel? Sounds far-fetched? Not if you've got the keys to the stunning BMW i8 it isn't.

By combining a highly tuned 228bhp three-cylinder petrol turbo with a 129bhp electric motor, the i8 delivers 357bhp and a muscular 570Nm of torque. As you'd expect, performance is staggering, and the BMW will blast from 0-62mph in only 4.4 seconds. Yet go easy on the throttle and the lithium-ion batteries will take you around 22 miles in zero-emissions electric mode.

And if the i8's performance and efficiency don't take your breath away, the jaw-dropping looks will. Heavily influenced by the Vision Dynamics concept that debuted at the 2009 Frankfurt Motor Show, the futuristic design will make you the centre of attention. The interior isn't quite as bold, but it's spacious, beautifully finished and features a handy 2+2 seating layout. The supercar revolution starts here – and it costs less than you think.







# Hotair

Pictures: Otis Clay Location: Blyton, Lincs

BMW's M4 Convertible aims to make a significant impact on the open-top performance car market. We test it against Jaguar's exhilarating F-Type S

**AE** THE market for high-performance, open-top sports cars has been given a shot in the arm in the shape of the BMW M4 Convertible. While it shares its running gear with the M4 Coupé – including a cutting-edge twin-turbo straight-six engine – it adds the folding roof mechanism already seen in the standard 4 Series Convertible.

Although the new M4 Convertible delivers a tantalising combination of open-top motoring and performance, it

doesn't have the high-speed cabrio market all to itself, as this is also the domain of one of our favourite cars.

The Jaguar F-Type doesn't have four seats, but it's a close match to the M4 on price and it has the power and handling to give the newcomer a run for its money.

So, can BMW impress like its Coupé cousin, or has removing the roof stunted its driver appeal? We hit road and track to give these two a thorough workout to find out.



### Jaguar F-Type S

**Price:** £67,535 **Engine:** 3.0-litre V6, 375bhp **0-60mph:** 4.6 seconds

**Test economy:** 21.2mpg/4.7mpl **CO<sub>2</sub>:** 203g/km **Annual road tax:** £285

### BMW M4 Convertible DCT

**Price:** £63,390 **Engine:** 3.0-litre 6cyl, 425bhp **0-60mph:** 4.1 seconds

**Test economy:** 26.2mpg/5.8mpl **CO<sub>2</sub>:** 203g/km **Annual road tax:** £285





**MODEL TESTED:** BMW M4 Convertible DCT  
**PRICE:** £63,390 **ENGINE:** 3.0-litre 6cyl, 425bhp

**AE** BMW changed its naming strategy when it rebadged the 3 Series Coupé and Convertible as the 4 Series, and accordingly, the flagship model now wears the M4 badge. Under the skin, the new Convertible shares its running gear with the M3 saloon and M4 Coupé, so it boasts a 3.0-litre twin-turbo straight-six, while six-speed manual and seven-speed DCT auto boxes are also offered. Here, we test the latter, which costs £63,390.

### Styling 3.9/5

WHILE the standard 4 Series has understated aggression that helps it to stand out from the 3 Series saloon, the M4 benefits from visual muscle to back up its added performance.

There are bulging wheelarches to cover the wider front and rear tracks and bigger tyres, while the front features gaping air vents and a power bulge in the bonnet. At the back, there's a heavily sculpted rear bumper and two pairs of exhausts jutting out from underneath.

With the roof up, the M4 Convertible doesn't quite have the same flowing roofline as the M4 Coupé due to its longer bootlid and the smaller rear window of the folding top. Also, with the roof down, the long tail looks awkwardly proportioned when compared to the neat rear end of the F-Type. One plus point is that metallic paint is standard on the M4, and our car's Sakhir Orange finish had more of an impact than the Jag's Firesand Orange.

Climb inside, and the M4 Convertible has the same interior layout as any other 3 Series-based model. While that means it doesn't have the bespoke feel of the Jaguar, at least it's easy to get along with. Navigating the menus on the centre console display is also simple thanks to the iDrive controller behind the gearlever. The M4 comes with leather as standard, while a neat neck heater for the front seats is a £360 option, although it's a bit much that BMW sees fit to charge £265 for a wind deflector to sit over the back seats.

The BMW's folding top is piece of art in itself. The three-piece roof takes more than twice as long as the Jaguar's to fold (23.8 seconds compared to 10.8 seconds for the F-Type), but it looks balletic as it opens and the assorted electric motors whirl and rotate different sections into place.

### Driving 4.2/5

BMW is proud of the new 3.0-litre twin-turbo straight-six under the bonnet of the M4, and rightly so. The advanced 425bhp unit is 50bhp up on the Jaguar's supercharged V6, and a 550Nm torque figure is a huge 90Nm ahead. The seven-speed DCT-equipped model comes with launch control as standard, and we

**"The BMW's folding top is a piece of art in itself... it looks balletic as it opens"**

managed 0-60mph in 4.1 seconds together with consistent results over a number of runs. However, the extra weight of the roof mechanism means the Convertible is marginally slower than the M4 Coupé, although it was half-a-second ahead of the F-Type in our test. In-gear acceleration was tighter between the two, thanks to the closer ratios of the Jaguar's eight-speed gearbox.

The M4 Convertible's extra weight also makes its presence felt in corners. While the steering matches the Coupé's with quick reactions and decent feedback, the extra 253kg that the drop-top carries means it's not quite as poised and focused as its hard-top cousin. You can feel the chassis flexing a little, plus there's a hint of scuttle shake from around the windscreen when on uneven surfaces. The standard electronic diff helps get the power down on the exit of bends, but turn the stability control off, and the M4 will perform lurid slides with little provocation.

The M4 comes with M Sport adaptive dampers as standard, and in Comfort mode, it is just as relaxing to drive as the standard 4 Series – although there's plenty of road noise from the wide, 19-inch tyres. Add the optional wind deflector, and you can cruise at motorway speeds with the top down and windows up without feeling like you're about to take off.

### Reliability 3.9/5

THE latest BMW M4 is based on the same basic platform as the 3 Series, which has been on sale since 2012 and underpins six different bodystyles. However, the M4 is custom built by BMW's M division using bespoke, race-derived parts, so you would expect it to be finished to the kind of high standard that will help to improve reliability.

The M4 Convertible comes with six airbags as standard, while pop-up roll hoops are deployed automatically if the electronics detect that the car is about to roll over. That's highly unlikely thanks to the M4's advanced chassis and stability control systems.

### Running costs 3.3/5

BUYING a high-performance convertible is an extravagant purchase, so owners are unlikely to be too concerned about the financial implications of either of these cars. At £63,390, the M4 Convertible is over £4,000 cheaper than the F-Type, while the manual car will save you a further £2,650.

You get plenty of kit as standard, including metallic paint, sat-nav, leather and front and rear parking sensors. There's also an abundance of optional extras available, although they can send the price sky-high – carbon ceramic brakes are £6,250 and even the wind deflector is an overpriced £265.

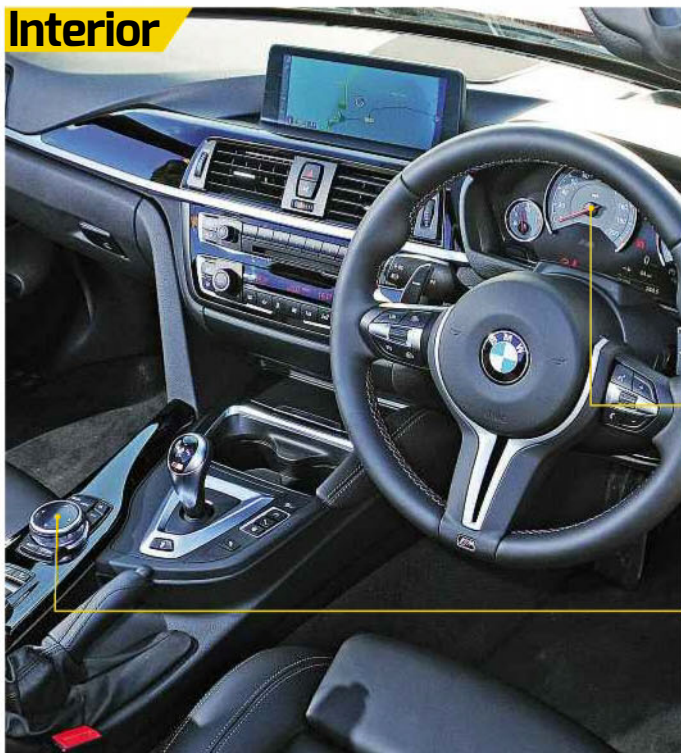
We returned 26.2mpg on test, which was 5mpg better than the F-Type's economy, although the claimed figures for these two cars are closely matched. Tax and residuals are pretty even, too, while the BMW edges ahead for servicing costs as its Service Inclusive deal covers five years to Jaguar's three.

## Exterior



# BMW M4 Co

## Interior







## Styling

WIDER front and rear tracks and bigger wheelarches are a statement of intent on the M4, while the 19-inch alloys look great. In terms of practicality, the M4 has the key advantage of rear seats (below). Charging £265 for a wind deflector, which is stored between seats and the boot, is cheeky though



### TESTERS' NOTES...

"The idea of chopping the top off an M4 seems to go against what the BMW M division stands for, despite the fact it has performance in spades."

JAMES DISDALE  
ROAD TEST EDITOR



# convertible



**CO<sub>2</sub>/tax**  
203g/km  
£285 or 33%



**Practicality**  
Roof up/down  
370 litres/220 litres



**Performance**  
0-60/30-70mph  
4.1/3.4 seconds



**Braking**  
70-0/60-0/30-0mph  
45.5/32.8/8.4m



**Running costs**  
26.2mpg (on test)  
£73 fill-up

### TESTERS' NOTES...

"BMW's twin-turbo straight-six is a mighty engine. It's just a shame it's so muted when compared to the Jag's V6."

DEAN GIBSON  
DEP. ROAD TEST EDITOR



## Layout

INSIDE the M4 Convertible is the same layout you'd find in any other 3 Series-based model, with four main dials

## iDrive

THE useful iDrive controller behind the gearlever makes navigating the smart centre console display hassle-free



## Practicality 3.2/5

IF you want a practical performance convertible, then the M4 beats the F-Type with minimal fuss. Not only do you get four seats with reasonable legroom in the rear, but the boot is positively cavernous compared to the Jag's load area, plus there is the option of a £370 split-fold rear seat.

There's a maximum of 370 litres on offer, and while that's reduced to 220 litres when the roof is stowed, there's a button on the bootlid that lifts the folded top out of the way to let you load items underneath.

The back seats are designed for two, as there's only a pair of seatbelts and a foldable armrest that bisects the rear, while headroom is tighter than in the M4 Coupé thanks to the shorter roofline and smaller back window.

Up front, it's comfortable and there's decent storage, too, while standard parking sensors mean it's easy to get the M4 in and out of tight spaces.



# Road test

BMW M4 vs Jaguar F-Type

**MODEL TESTED:** Jaguar F-Type S

**PRICE:** £67,535 **ENGINE:** 3.0-litre V6, 375bhp

**AE** THE Jaguar F-Type has raised the brand's profile thanks to its combination of retro looks and ferocious performance. And while the addition of the Coupé has expanded the range, it's the Convertible that we test here. There are V6 and V8 engine options, both of which are supercharged, and we get behind the wheel of the mid-range 375bhp S model, which starts from £67,535.

## Styling 4.9/5

IF you want to make a bold statement with the car you drive, then the Jaguar F-Type runs rings around the BMW M4 Convertible. The two-seater Jag has a modern design, but there are plenty of nods to the brand's heritage in its details. The long bonnet and short tail are reminiscent of Jag sports cars of old, while the slender tail-lights are a homage to the legendary sixties E-Type.

Overall, the compact, muscular shape looks better proportioned than the BMW whether the roof is up or down, while the mere fact that the F-Type doesn't share its basic shape with other models in Jaguar's range gives it an air of exclusivity that the M4 can't match.

Climb inside, and the drama continues. For starters, the pop-out door handles add a sense of occasion; then, when you press the starter button, two air vents rise from the top of the dash. And the rest of the cabin has a special feel that the BMW struggles to match. The driver-focused dash, joystick-style gearlever and toggle switches all feel special, although the low-resolution touchscreen sat-nav does let the side down with its basic graphics.

You get a fabric roof in the F-Type, and its simplified mechanism opens and closes far faster than the BMW's complex top. What's more, while it doesn't look as dramatic as the M4's folding roof, it can be raised and lowered at speeds of up to 30mph. Once closed, the cabin feels snug, but not claustrophobic; and although it lets in a bit more noise than the BMW's top, it's quiet enough to have a normal conversation.

## Driving 4.7/5

IF you could sum up the F-Type's driving experience in one word, it would be 'dramatic'. Press the pulsing red starter button, and the engine barks into life before settling into a distinctive rumble.

The supercharged 3.0-litre V6 is 50bhp down on the BMW's engine at 375bhp, but the Jag's lower kerbweight meant it wasn't far behind its rival in our acceleration tests. Like the M4, the F-Type comes with launch control as standard, and we managed 0-60mph in 4.6 seconds, which was half-a-second slower

**"If you could sum up the F-Type's driving experience in one word, it would be 'dramatic'"**

than the BMW, although that's quicker than Jaguar's claimed time of 4.8 seconds.

The F-Type's performance was helped by the close ratios of its eight-speed ZF gearbox, which also ensured it kept pace with the BMW in-gear. As in the M4, the Jag allows you to take full manual control of the gearbox, although the electronics do a great job of keeping you in the right gear at the right time when you switch to full auto mode.

However, there's one highlight of the engine that will have you selecting manual mode most of the time – the intoxicating exhaust note. Our car featured the sports exhaust button, which, when switched on, opens a set of baffles to add a hard edge to the note and a cacophany of pops and bangs when you lift off the throttle. It's hugely addictive, and the temptation to knock the Jag down a few gears to make the most of its soundtrack is incredibly tempting.

The Jag's talent in corners will put just as big a smile on your face as the exhaust note, too. The steering feels weighty with a positive turn-in, while there's also plenty of mid-corner grip. On the exit, you'll find the traction control system cutting in to limit wheelspin even in third and fourth gear, while if you switch the electronics off, the F-Type will break traction and deliver powerslides at will. Overall, these are easier to control in the Jag than they are in the BMW thanks to the fact it's more progressive in its behaviour. The F-Type was designed as a drop-top from the outset, so where the M4 has a little chassis flex at the limit, the Jag stays rock solid and feels a bit more focused.

On the motorway, those wide tyres make plenty of road noise, and the droning sports exhaust note can be tiring, but switch it off, and the F-Type is just as capable as the M4 when it comes to cruising with the top down.

## Reliability 3.9/5

INITIAL teething troubles with the F-Type seemed to be with the electronics, but a series of software updates have gradually ironed these out, and you shouldn't have any problems if you decide to take the plunge.

There are two airbags – one for the driver one for the passenger – while fixed roll hoops behind the headrests will help prevent injury in the event of the car turning upside down.

However, as in the BMW, there are plenty of electronics that are designed to prevent this happening in the first place.

## Running costs 3.2/5

AT £67,535, the F-Type is over £4,000 more expensive than the BMW, but it has good standard equipment – sat-nav, leather and rear parking sensors. Options include ceramic brakes for £8,900, plus higher-spec leather trim and an upgraded stereo. In basic spec, though, there's not much between these cars.

The same goes for running costs. Road tax is identical, while company car costs are only affected by the Jag's higher list price, and servicing also costs more than for the BMW.

## Exterior



### TESTERS' NOTES...

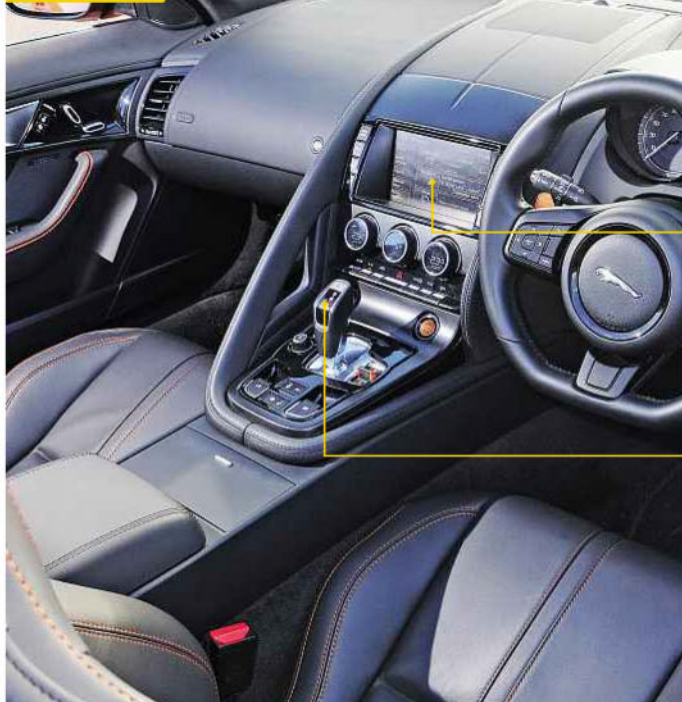
"It may be superficial, but the way the F-Type sounds simply puts it on another level when compared to the M4. Luckily, the exhaust note's thrill is backed up by performance."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR



# Jaguar F-Type

## Interior





**CO<sub>2</sub>/tax**203g/km  
£285 or 33%**Practicality**Roof up/roof down  
196 litres/196 litres**Performance**0-60/30-70mph  
4.6/3.8 seconds**Braking**70-0/60-0/30-0mph  
49.6/35.1/9.6m**Running costs**21.2mpg (on test)  
£87 fill-up**Head-to-head****Opening roofs**

YOU get fully electric tops in both of these cars, and they can be operated while on the move – the BMW at speeds up to 11mph, and the Jag up to 30mph.

We timed the M4's roof at 23.8 seconds to open and 26.9 seconds to close, while the Jag took 10.8 and 12.1 seconds to do the same.

With the tops up, the BMW was quieter at 70mph, registering 69dB. The F-Type's fabric roof let in more noise – we recorded 72dB.

**Practicality**

BOTH cars are simple enough to get in and out of, although the Jaguar is lower and access is a bit trickier with the roof up. Meanwhile, the BMW's rear is easy to climb into. Both front seats slide forward electronically at the push of a button, and the doors open wide to boost accessibility.

**Engines**

THE M4 and the F-Type boast 3.0-litre six-cylinder engines, but the straight-six in the BMW is twin turbocharged, while the Jag uses a supercharger. BMW has bolstered the M4's engine note with a sound synthesiser, and the F-Type employs a mechanical valve in the exhaust to pump up the volume.

# F-Type Convertible

**Touchscreen**

F-TYPE'S cabin is full of luxury touches, but the basic graphics of the touchscreen system rather let it down

**Gearlever**

JOYSTICK-style gearlever adds to the special feel inside the Jag, as does the driver-focused dashboard

**Practicality 2.0/5**

YOU don't buy a two-seater sports car for its boot space, and the F-Type convertible has certainly substituted practicality for style. There's a 196-litre boot, and while the capacity is unaffected by folding the roof, if you add the £255 space-saver spare wheel, it takes up all of the room.

So, space is pretty limited, but the cabin itself is quite roomy. Drivers over six feet tall can easily get comfortable behind the wheel, while there's a deep storage bin and twin cup-holders on the centre console. The slim doors feature decent bins, and the glovebox is a pretty reasonable size, too.

Standard rear sensors are parking essentials, while the £255 optional reversing camera is recommended.





## Great insurance deals

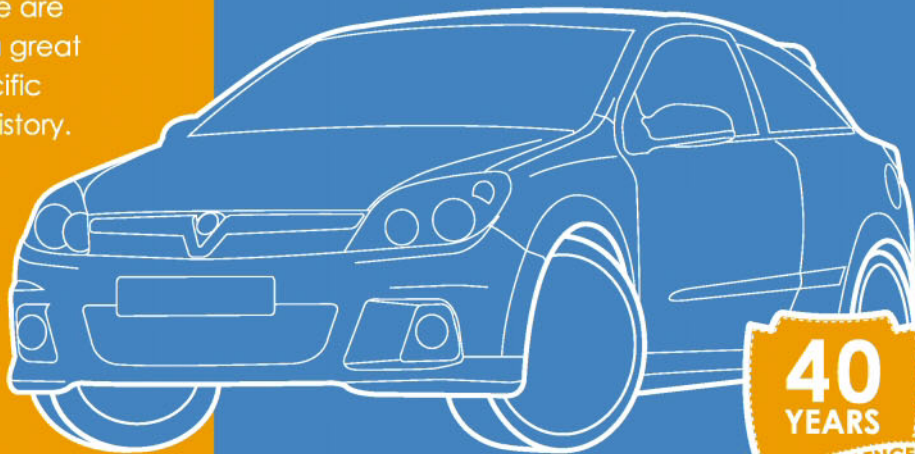
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# Figures

**Jaguar F-Type S**

**BMW M4 Convertible DCT**


On the road price/total as tested	£67,535/£70,690		<b>£63,390/£71,470</b>	<b>PRICE</b> M4 Convertible is over £4,000 less than the Jag, although this rises quickly if you go wild with options.
Residual value (after 3yrs/36,000)	£35,321/52.3%		£32,963/52.0%	
Depreciation	£32,214		£30,427	
Annual tax liability std/higher rate	£4,412/£ 8,824	<b>SERVICING</b> BOTH brands offer fixed-price servicing that can be added to any finance package that you take out, although BMW's deal is better value than Jaguar's.	£4,138/£8,276	
Annual fuel cost (12k/20k miles)	£3,147/£5,245		£2,546/£4,244	
Ins. group/quote/road tax band/cost	50/£887/K/£285		45/£559/K/£285	
Cost of 1st/2nd/3rd service	<b>£993 (3yrs)</b>		£1,000 (5yrs/50k)	
Length/wheelbase	4,470/2,622mm		4,671/2,812mm	
Height/width	1,308/1,923mm		1,386/1,870mm	
Engine	V6/2,995cc		6cyl in-line/2,979cc	
Peak power/revs	375/6,500 bhp/rpm		<b>425/5,500 bhp/rpm</b>	<b>POWER</b> THE M4 has a 50bhp power advantage over the F-Type, although it carries an extra 211kg in kerbweight.
Peak torque/revs	460/3,500 Nm/rpm		550/1,850 Nm/rpm	
Transmission	8-spd auto/rwd		7-spd auto/rwd	
Fuel tank capacity/spare wheel	70 litres/£255		60 litres/repair kit	
Boot capacity	196 litres		370 litres	
Kerbweight/payload	1,614/436kg		1,865/500kg	
Roof time (open/close)	<b>10.8/12.1 seconds</b>	<b>ROOF</b> F-TYPE'S simple fabric top takes less than half the time to open and close than the M4's complex roof.	23.8/26.9 seconds	
Turning circle	10.7 metres		12.2 metres	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs		3yrs (unlimited)/3yrs	
Service intervals/UK dealers	16,000 miles (1yr)/97		Variable/153	
Driver Power manufacturer/dealer pos	2nd/8th		10th/22nd	
0-60/30-70mph	<b>4.6/3.8 seconds</b>	<b>PERFORMANCE</b> LOWER power and torque figures put the F-Type behind at the track, but it's plenty fast enough on the road.	4.1/3.4 seconds	
30-50mph in 3rd/4th	2.2/2.9 seconds		2.2/3.3 seconds	
50-70mph in 5th/6th/7th/8th	3.7/5.4/7.5/12.3 secs		3.9/4.8/6.9/N/A secs	
Top speed/rpm at 70mph	171mph/2,000rpm		156mph/2,000rpm	
Braking 70-0/60-0/30-0mph	49.6/35.1/9.6m		45.5/32.8/8.4m	<b>ECONOMY</b> BOTH cars have stop-start, but BMW proved to be more efficient on test, despite poorer claimed economy figures.
Noise outside/idle/30/70mph	60/46/63/72dB		63/49/61/69dB	
Auto Express econ (mpg/mpl)/range	21.2/4.7/326 miles		<b>26.2/5.8/346 miles</b>	
Govt urban/extra-urban/combined	23.5/42.8/32.9mpg		24.6/39.8/32.5mpg	
Govt urban/extra-urban/combined	5.2/9.4/7.2mpl		5.4/8.8/7.1mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	308/203g/km/33%		249/203g/km/33%	
Airbags/Isfix/park sensors/camera	Four/yes/rear/ <b>£255</b>		Six/yes/yes/£330	
Ceramic brakes/stability/cruise ctrl	£8,900/yes/yes		<b>£6,250</b> /yes/yes	
Climate ctrl/leather/heated seats	Yes/yes/ <b>£350</b>		Yes/yes/yes	
Met paint/xenons/wind deflector	<b>£700</b> /yes/yes		Yes/yes/ <b>£265</b>	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**.co.uk

BOTH of these cars are desirable purchases and come with competitive finance deals. Buy an M4 Convertible on BMW Select finance, and you can pay a £12,382 deposit and 48 monthly payments of £799, with representative APR of 8.0 per cent. You can then either return the car, or pay a final lump sum of £25,335 to keep it on your hands.

Jaguar is currently offering 5.9 per cent APR finance across the F-Type range, and that means the S, tested here, can be yours for a deposit of £14,530 and 36 monthly payments of £779. There's a final payment of £32,639, or you can upgrade to a new model at the end of the contract.

Head online, and new car broker [Broadspeed.com](http://Broadspeed.com) has savings of around £3,000 on the F-Type S, while the top-spec R has a discount of around £3,800. Over at [buyacar.co.uk](http://buyacar.co.uk), there aren't any savings on the F-Type, but you can get £2,239 off the M4 Convertible. It's not much of a saving, but considering how desirable both of these cars are, it's as big a discount as you're going to get.



**What do you think?**  
Tell us about your car  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

## Results

### JAGUAR

IF you want a luxury convertible that makes you feel special every time you get behind the wheel, then nothing can match the Jaguar F-Type. From the way the exhaust barks into life when you start it, to the savage acceleration and tail-happy handling, the F-Type simply feels alive. This talent to entertain means you soon forget about its lack of practicality, and means the Jag is still one of the best cabrios you can buy.



## 1st

### BMW

THE M4 Convertible delivers the same punchy performance and straight-six soundtrack as its coupé cousin, but losing the roof has compromised its performance. While it has the pace to outgun the F-Type, the extra weight of the M4's complex roof system takes the edge off its cornering ability. It's a great-performing four-seat convertible, but lacks the crucial feelgood factor of the Jaguar.



## 2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or [www.theAA.com](http://www.theAA.com)) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## Cabrio range secrets

### Any more M models?

BMW has introduced the core M3, M4 Coupé and M4 Convertible models, but there are no plans to expand the range to include the M3 Touring or M4 Gran Coupé. Instead, the next M models will be the powerhouse X5 M and X6 M SUV, which are due next April.

### New F-Types?

JAGUAR has just introduced a manual gearbox and four-wheel drive to the F-Type range. The six-speed box is offered on V6 models, and costs £1,800 less than the automatic. Four-wheel drive can be added to F-Type S and R models for an extra £4,850.

## Worth considering...

### Audi RS5 Cabriolet

FOUR-wheel drive, four-seat Audi RS5 Cabriolet is closer in concept to the M4 Convertible, but while it has masses of grip, it can't match the BMW for sharp driving. It's an accomplished cruiser, but the £69,505 price tag means it's over £6,000 more than the M4.



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### DMS 135i (BMW CAR MAY '09)

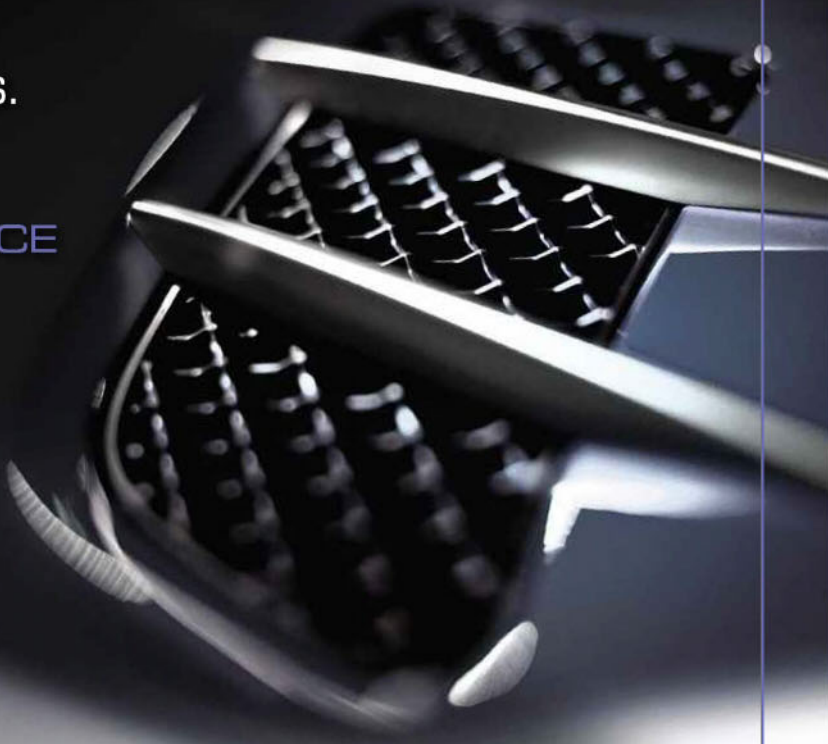
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996 TURBO/GT2 » 600+ BHP  
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997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
CAYENNE GTS » 440 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 300+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

#### MERCEDES-BENZ

'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
SL65 BLACK » 720+ BHP (+DE-LIMIT)  
SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DE-LIMIT)  
SLK 350 » 328 BHP  
220 CDI ALL MODELS » 210+ BHP  
250 CDI ALL MODELS » 259+ BHP  
320 CDI V6 » 274 BHP  
350 CDI V6 » 312 BHP  
420 /450 CDI V8 » 358 BHP

#### BMW

M5/M6 F10 » 620+ BHP  
M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618 BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M3 E46 » 320 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
730D » 290+ BHP  
X5 4.0D / 740D » 370 BHP  
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M135i Please call

#### EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 600+BHP  
LP640 » 707 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
ALL 2014 MASERATI'S Please call  
AUDI RS6 4.0 T V8 Please call  
AUDI RS6 V10 » 680+BHP +DE-LIMIT  
AUDI R8 V1 » 592+BHP  
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT  
AUDI RS3 » 420+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP  
AUDI 3.0TDi (ALL MODELS) » 300+ BHP  
AUDI S3 / GOLF R » 317+ BHP  
ALL 2014 RANGE ROVERS AVAILABLE  
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R ROVER SPORT 3.0D » 305 BHP  
EVOQUE 2.2 DIESEL » 240 BHP  
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GT SPEED / SUPERSPORT » 680+ BHP

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# Hyundai i10



**Dean Gibson**  
Dean\_Gibson@dennis.co.uk

**AE** THE Hyundai i10 has had a pretty easy life so far on our fleet. Week in, week out, it's fitted the bill perfectly as a city runabout, thanks to its compact dimensions, nippy handling and eager 1.0-litre engine. However, an invitation from Hyundai to join its World Rally Championship team ahead of last month's Wales Rally GB was the perfect opportunity for our i10 to stretch its legs and head for the valleys.

And so, early on a Wednesday morning, I headed west in the i10, bound for Hyundai's pre-event test venue. While other city cars would have been well out of their depth with motorway driving, the little Hyundai proved more than capable of cruising at 70mph. The 1.0-litre three-cylinder engine thrummed away merrily as I passed trucks and tried to stay away from the outside lane. It's not that the i10 struggles with overtaking, it's just that its diminutive size means other road users would think nothing of tailgating until I was able to pull back over.

Unfortunately, a two-hour hold-up on the M6 in Birmingham meant I was running behind schedule. But again, the i10 proved a comfortable place to be, thanks to the well padded seats, and the standard iPod connection kept me entertained. When I finally crossed the border into Wales, the twisting roads and spectacular scenery made up for the delays, although the i10's lack of power meant spending plenty of time stuck

## Essentials



Nathan Morgan

**INTERIOR** Orange dashboard trim was much admired by the i20 WRC team. Handy iPod connection kept Dean entertained on the long drive to Wales



**EQUIPMENT** Plastic wheel trims are fitted as standard on our mid-range i10, but they're good quality and look remarkably like alloys



**"The little Hyundai proved more than capable of motorway cruising"**

**GOOD & BAD POINTS...**

"The i10 is surprisingly capable on the motorway, although a six-speed gearbox could help with refinement"

behind buses and lorries. Eventually we met up with the i20 WRC team testing near Machynlleth for our shoot, where some of the team were keen to check out the city car. While its performance

## Hyundai i10 1.0 SE

<b>On fleet since:</b>	July 2014
<b>Price new:</b>	£9,610
<b>Engine:</b>	1.0-litre 3cyl, 65bhp
<b>CO<sub>2</sub>/tax:</b>	108g/km/£20
<b>Options:</b>	Metallic paint (£495)
<b>Insurance*:</b>	Group: 1 Quote: £309
<b>Mileage/mpg:</b>	5,289/47.8mpg
<b>Any problems?</b>	None so far

\*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.

## City car proved its worth on a variety of surfaces, including gravel on a Wales Rally GB stage

is nowhere near the rally car's, they were impressed by the interior and orange dashboard trim.

After the shoot, I headed north to drive the i10 on the final Wales Rally GB stage at Llyn Brenig (Issue 1,345), where the little Hyundai impressed on gravel roads, and proved you don't need a big SUV in the rough.

With a layer of dirt covering every panel, I pointed the i10 back east for the return journey. After 600 miles, I was home – tired, but not exhausted, and extremely impressed by the Hyundai's ability on a wide variety of roads.

**MY RATING ★★★★★**



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## THIS WEEK'S HOT KIT



**NEED TO KNOW...**  
"Various Colnago-branded carbon parts are complemented by a Shimano groupset and RockShox forks"

**BEST PRICE £2,976.49**

# Ferrari on two wheels

## NEW PRODUCT

### Colnago for Ferrari CF12

Best price: £2,976.49

Contact: [store.ferrari.com](http://store.ferrari.com)

**AE** FERRARI has teamed up with Colnago – a premium Italian cycling manufacturer – to release the high-performance CF12, a new, carbon-framed mountain bike.

Colnago claims the limited-edition bike is one of the most advanced off-road race machines money can buy, and it has the specifications to match. It features plenty of top-end Shimano parts, as well as other components from a host of premium companies.

The 27.5-inch wheels are a prime example of this, with Ferrari opting to use Shimano Deore XT. Indeed, Shimano's presence is felt

throughout, as the bike boasts Deore XT gear levers, derailleur and crankset. It doesn't stop there, though, as the brake levers and calipers are made by the manufacturer, too.

Elsewhere, RockShox SID XX forks are used. These feature a remote lock-out, which mounts on the handlebars and lets riders adjust the stiffness of the forks at the touch of a button. This is ideal for switching between typical road surfaces and more testing terrains.

Much of the rest of the parts list is made up of carbon-made Colnago parts, including the stem, handlebars, seatpost and frame. The CF12 is available in grey, with the option of having Ferrari red or yellow elsewhere on the paintwork. Ferrari badges are scattered throughout the design of the frame. But it's not cheap, with £2,976 the best price we found.



## Henry Willis

### Got a query?

Henry\_Willis@dennis.co.uk  
@WineryHills

**Q**

### Focus battery is feeling flat

THE battery in my 2009 Ford Focus suffers in the cold, even though the car's kept in the garage. I think buying a charger could be the best way of keeping it topped up. Which should I buy? John Palmer, E-mail

**A**

WE'D recommend replacing the battery – visit your local motor factor to find a new part. You can buy a charger to keep your current battery topped up until then, and it should condition your new one, too. We'd recommend CTEK's MXS 5.0, which won our Issue 1,338 mini test. It has an RRP of £79.99 – see [www.ctek.com](http://www.ctek.com) for details.

**Q**

### Nav projected on to screen

WHEN driving, I rely on my sat-nav for turn-by-turn directions, but I don't like having to attach a unit to my windscreen because it gets in the way. Is there any way of getting around this? Barbara Peel, E-mail

**A**

THE best results are likely to be achieved through using a standalone nav or sat-nav app, but there is another option. We reviewed the Garmin HUD+ in Issue 1,330, which projects directions on to the windscreen so won't get in the way. We found it priced at £99.99 at the time of going to press. Or if your car has a big enough stereo slot, you could fit a double-DIN infotainment unit. Our favourite is the Sony XAV-602BT, priced £349.99. See [www.sony.co.uk](http://www.sony.co.uk) for more information.

# Seat's head start

## NEW PRODUCT

### Cybex Solution M and M-Fix

RRP: From £135

Contact: 0808 178 0053, [cybex-online.com](http://cybex-online.com)

CYBEX has refreshed its child seat range with the introduction of the Solution M and M-Fix.

As you would expect, safety is paramount, and the key component on both is the adjustable headrest, which can be set in 12 positions to best suit the size of the child using the seat.

Both seats are similar, with the key difference the fact that the pricier M-Fix is equipped with an Isofix Connect System for easier installation.

The Solution M has a more basic Isofix connection, but can still be safely installed in any compatible vehicle. Among the safety highlights are protection against side-impact collisions, with the headrest



on both featuring extra padding. In addition, Cybex claims that the seats are made of a strong shell that will protect its occupant in the event of a crash.

Intended for children weighing 15-36kg (approximately three to 12 years), the Solution M has an RRP of £135 and the Solution M-Fix should cost around £160.

## TOP TIPS

### Keep wheels clean

WINTER motoring brings up all kinds of grime that makes keeping your car clean tricky. One area that attracts more dirt than others is the wheels – and getting into every nook and cranny of the rims can be awkward. The Richbrook Wheel Nut Cleaner is a big help with this – it'll cost £8.95 and can be bought at [www.richbrook.co.uk](http://www.richbrook.co.uk).



■ OUR boot liner test in Issue 1,346 contained some incorrect contact details. The Rezaw-Plast and Autoform products can be ordered from [www.bootliners.co.uk](http://www.bootliners.co.uk). Also, our winning product – the Carbox FormMat – is also available to purchase from [www.bootliners.co.uk](http://www.bootliners.co.uk) or by calling 01539 621884. Sorry for any confusion.



# 20 MEGA GIFTS

Want to treat the petrolhead in your life? We've done the hard work for you by tracking down 20 blow-the-budget presents to give this Christmas

Kim Adams

**AE** AFTER our budget-friendly selection of Christmas presents in Issue 1,437, it's now time to splash some serious cash and really treat the petrolhead in your life with a blow-the-budget dream gift.

They can't fail to be impressed by our car-inspired choices over the next three pages, which cover everything from driving and biking experiences to relaxing in comfort and trips down memory lane.

So whether your car fan is a dedicated Formula One follower, classic car connoisseur or simply a lover of the world's top motoring marques, we have something for them in our 20 Mega Gifts for Christmas 2014.

**"It's time to splash some serious cash and treat the petrolhead in your life with our car-inspired gifts"**



## Below Zero Ice Driving

**Price:** From £1,600 a day per person, based on two sharing a car

**Contact:** [www.belowzeroicedriving.com](http://www.belowzeroicedriving.com)

## Vertu for Bentley smartphone

**Price:** £10,700

**Contact:** [www.bentleymotors.com](http://www.bentleymotors.com)

CONNECT with the Bentley enthusiast in your life with this smartphone collaboration with Vertu. The Android handset is swathed in stitched leather in the classic Newmarket Tan Bentley shade, with a titanium backplate and a calf hide slip case. There's also an exclusive app which features Bentley content, alongside the usual Android apps. If this is on your wishlist, you'd better hurry – as there are only 2,000 available.



## Aston Martin #5 director's chair

**Price:** £395

**Contact:** [www.astonstore.co.uk](http://www.astonstore.co.uk)

**PERFECT** for that trip to Goodwood's Revival or Festival of Speed, this folding director's chair commemorates Aston Martin's first victory in the Le Mans 24 Hours race in 1959. It's made from solid oak and has the same Tuscan vegetable-tanned leather as used in maker Caracalla's holdalls.



## Jaguar Mk2 sofa

**Price:** £2,200

**Contact:** [shop.classicheroes.co.uk](http://shop.classicheroes.co.uk)

NO petrolhead's man cave or home is complete without a piece of car-derived furniture. This 1,550mm-wide sofa features a rear bench seat from a 1967 Jaguar Mk2. It's been reupholstered in soft tan leather and fitted to a 316 polished steel tube frame, which is designed to imitate a roll cage. A fun but practical piece of classic car heritage that would look great in your home.







If you're feeling generous, then this is one of the top driving experiences around. Tuthill-prepared Porsche 911 rally cars – plus instruction from rally professionals and the wide expanses of a frozen Swedish lake – ensure the ultimate ice and snow driving day. Travel and accommodation aren't included.

## MINI chronograph watch

Price: £136  
Contact: [www.mini.co.uk](http://www.mini.co.uk)

TIME to show your MINI fan a little love with this Chronometer watch. As the name suggests, it has a stopwatch function and there's also a tachymeter scale to calculate speed. It features a stainless steel casing with luminous hands and markers on the face, plus a leather strap.



## #FeelTheForce Black Wheel Rim Table – Sahara Force India

Price: £299  
Contact: [mememtoexclusive.com](http://mememtoexclusive.com)

ADD a touch of Formula One to your car nut's living room or office with this table created from a wheel rim used by the Force India team during the 2012 season. It comes with a certificate of authenticity and the 37.5cm high table is in black to match this year's VJM07.



## McLaren LINKS Engineered VIP Ring

Price: £140  
Contact: [www.mclarenstore.com](http://www.mclarenstore.com)

AS you'd expect from the multiple championship winning McLaren race team, this is no plain metal band. The Links of London-produced item is made from three cushion-shaped rings with washers and held together by eight patented McLaren screws. The stainless steel ring also features a PVD coating similar to that in watches.



## Ferrari 150 Italia steering wheel replica

Price: £2,100  
Contact: [store.ferrari.com](http://store.ferrari.com)

GET a grip on a Ferrari this Christmas with this full-size wheel replica, which is perfect for the prancing horse fan. It's a reminder that driving an F1 car is a complex business and a copy of those used by Fernando Alonso and Felipe Massa during the 2011 season. It comes with an authenticity certificate and is mounted on a base with a clear dust cover.



## Alfa Romeo 4C IFD cycle

Price: From \$4,700 (£2,940 approx)  
Contact: [www.alfaromeo.co.uk](http://www.alfaromeo.co.uk)

THE stylish 4C sports car now has a cycle to match its svelte lines and will be top of any Alfa Romeo fan's Christmas wishlist. The two-wheeled version, designed partly by Alfa and made by Campagna Ducale, has a unique carbon frame, said to look like a stylised 4C and emulate the carbon rails on the car. Steel tie rods are used to keep everything together. Price will depend on the specification you choose.



## Tamiya Fighting Buggy

Price: From £299  
Contact: [www.hobbyco.net](http://www.hobbyco.net)

RE-RELEASED as part of Tamiya's 40th anniversary celebrations, the Fighting Buggy, or Super Champ as it was originally known, will appeal to fans young and old. It's a great starter RC car for budding racers, while for the big kids it'll spark memories of remote control cars from their childhood. Faithfully recreated, it boasts a VW buggy-derived front suspension and distinctive remote rear shock oil reservoir.



## Porsche 911 Silhouette Luminaire

Price: £1,999.99  
Contact: [shop2.porsche.com](http://shop2.porsche.com)

YOU don't have to be a fan of the 911 to lust after this eye-catching light. Mounted in an aluminium frame, the acrylic glass panels are etched with the silhouettes of the six 911 models. An LED light brings each to life and the individual models can be lit separately, or in an automatic sequence. The Porsche Design-created lamp can also vary the speed of the changes and brightness of the light.



## Elgato Smart Power

Price: £79.95 Contact: [www.elgato.com](http://www.elgato.com)

NEVER get stranded with a dead iPhone, iPad or iPod again with this neat charger. Not only will the lithium-ion batteries revive your Apple kit up to three times before requiring recharging, but a free app monitors the charge both on the device and the Elgato. You can see the battery reserves via your iPhone and monitor how long it will take for the Apple gadget to be fully charged. It can even remind you to take it with you during the day.





# Products Ultimate Christmas gifts

## GoPro Hero4 Black

Price: £369.99

Contact: [gopro.com](http://gopro.com)

CAPTURE that track day, rally or relaxing country drive in professional quality video and stills with this brand new GoPro Hero4 Black. There's a built-in touch display to make it even easier to use, plus wi-fi to link and control the camera through your smartphone.



## Holden Vintage & Classic Pedal Car

Price: £136.08 Contact: [www.holden.co.uk](http://www.holden.co.uk)

YOU can never start driving too young and this traditional pedal car will make an ideal first vehicle for a budding car fan. It's suitable for children aged between three and five and is CE approved.



## BB Korn tether car racer model

Price: £475 Contact: [www.conranshop.co.uk](http://www.conranshop.co.uk)

A MUST for fans of model cars and Americana, this replica of a BB Korn tether racer is created from original blueprints. It's made of recycled aluminium with leather seats and rubber tyres.



## RSeat W-Stand

Price: 179 Euros (£168 inc VAT approx)

Contact: [www.rseat-europe.com](http://www.rseat-europe.com)

THERE'S nothing like a wheel and pedals to get the most out of online and console racing, but you need to dedicate a whole room to accommodate most set-ups. The W-Stand can be folded away for easy storage between driving sessions. It's made from laser-cut steel, supports PC, Playstation and Xbox consoles, and it works with the best force feedback wheels and pedals.



## Racing Gold Exhaust Lamp

Price: £14,400 Contact: [www.racinggold.co.uk](http://www.racinggold.co.uk)

AN F1 fan couldn't fail to be impressed with this piece of Red Bull championship winning history. Racing Gold now has access to Sebastian Vettel's and Mark Webber's race-winning exhausts to create

this floor lamp. It uses gearbox rings as lampholders and comes with a remote control that can be used with other lights. The price also includes a tour of the Red Bull F1 factory in Milton Keynes, Bucks.

## Military Manoeuvres driving experience

Price: £190

Contact: [www.acfteambuilding.co.uk](http://www.acfteambuilding.co.uk)

IF the petrolhead in your life prefers big, tough machines, then this experience is for them. At an off-road site near Bristol Airport you drive three military vehicles, including a tracked Armoured Personnel Carrier, six-wheel-drive Alvis Stalwart and a military Land Rover, over a specially designed course. Weekend sessions last half a day.



## Handmade Leather Mille Miglia Suitcase

Price: £1,554

Contact: [www.retroclassiccarsparts.com](http://www.retroclassiccarsparts.com)

THIS tribute to the classic Italian endurance race will certainly stand out on the airport luggage carousel. The case, which measures 645mm by 400mm by 170mm, is hand-made in Spain using Spanish-tanned hide. Hand-sewn, waxed thread is used on corners, hinges, edges and handles for durability. The Mille Miglia comes in red with red or white fastening straps.

## HERO Driving Day

Price: £606 Contact: [www.heroevents.eu](http://www.heroevents.eu)

TURN the clock back to a time before air-conditioning, power steering and cup holders with this day-long classic car driving experience. The Historic Endurance Rallying Organisation package is designed

for a driver and guest, and sees you driving four cars for about an hour each over a route in South and Mid Wales. Cars include the Ford Cortina GT (below), Alfa GTV 1750, Jaguar E Type and Porsche 911.







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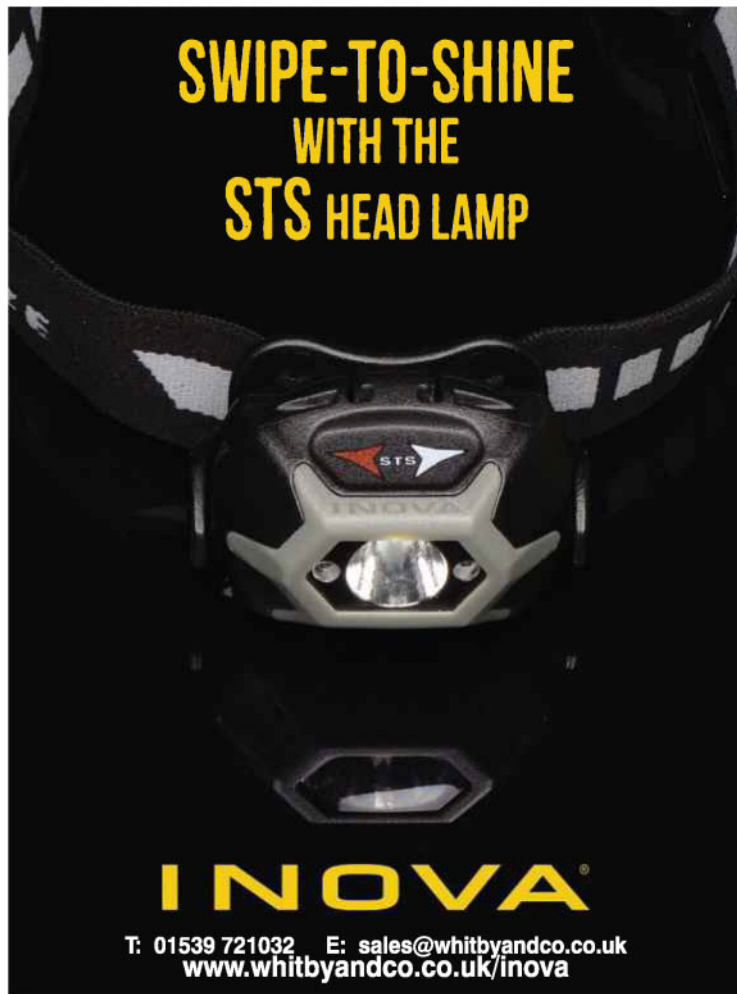
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## Mini test

### NEAR-PREMIUM QUALITY

#### Transcend DrivePro 100

Best price: £66.83 Contact: [www.amazon.co.uk](http://www.amazon.co.uk)

THE excellent Transcend DrivePro 200 won the Best Buy award in our dash cam group test earlier in the year, and the maker has now launched this cheaper, slightly lower-spec version in a bid to build on its success.

Unlike the established model in the range, the new DrivePro 100 features a built-in battery. This gives up to 30 seconds emergency power so filming would not stop if the power supply from the cigar lighter was interrupted. In addition, low-light recording is improved.

Yet despite what it gains, the newcomer misses out on some of the features that set the DrivePro 200 apart – namely its Wi-Fi connectivity and wide-angle lens. So while this is a decent dash cam, you'd be better off plumping for the DrivePro 200, as it's only around £10 pricier.

Rating: ★★★★★

**NEED TO KNOW...**  
"With a handful of new features, the DrivePro 100 is a refined budget alternative to the test-winning original model!"



# Latest dash cams focusing on value

### Henry Willis

THE dash cam market is booming as drivers fit them to protect themselves against 'crash for cash' insurance scams.

Several have been released since our Issue 1,304 test, and here we've brought together three new choices for buyers on a budget.

Past test winner Transcend hopes to follow up its success with its new DrivePro 100, the RAC enters the fray with the RAC02GPS, while Nextbase has added the 101 Go to its extensive range. We put the trio through their paces, and compared prices from a range of sources as we went to press.

We liked the DrivePro 100, which isn't too different from the DrivePro 200 – our previous Best Buy. Although it's cheaper, it loses out on a few too many features for us, but the device still has the edge here. While the other two have their strengths, they can't compare.

**"New DrivePro 100 isn't too difference from our previous dash cam Best Buy"**

### PRICEY BUT RELIABLE

#### RAC RAC02 GPS

Best price: £134.10

Contact: 0844 891 3111, [www.racshop.co.uk](http://www.racshop.co.uk)

WE felt we could rely on the RAC cam to hold our footage, but it's expensive and feels outdated in this company. Plus you'll need to wire up an external GPS; this is built into others. Still, it shoots in full HD, through a wide-angle, 170-degree lens. There's 10 per cent off until 23 December, dropping it to £134.10, but that's still too pricey.

Rating: ★★



### WORTHY BUDGET OPTION

#### Nextbase 101 Go

Best price: £49.99

Contact: 020 3195 0877, [www.nextbase.co.uk](http://www.nextbase.co.uk)

FOR under £50, you get a lot with this Nextbase package. We found its wide-angle lens and night recording functions to be of good quality. Unlike the other two, it can't record in full HD and doesn't come with an SD card, so you'll need to factor in the cost of memory. It's still a worthy budget camera that gets the job done.

Rating: ★★



## books, dvds & games

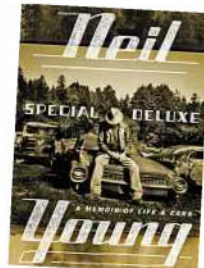


### Special Deluxe: A Memoir of Life & Cars

Neil Young (Blue Rider Press, [www.penguin.com](http://www.penguin.com))

RRP: £25 (hardback) Rating: ★★★★★

MUSICIAN and petrolhead Neil Young has had an array of interesting and unique cars, and this book gives a great insight into some of the best and worst. But readers will also need to be avid fans of Young's music to really get into this, as it documents his life in music as much as the cars he's owned over the years.

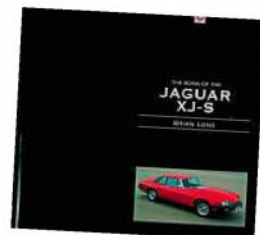


### Book of the Jaguar XJ-S

Brian Long (Veloce Publishing, [www.veloce.co.uk](http://www.veloce.co.uk))

RRP: £45 (hardback) Rating: ★★★★★

FOR all its trials and tribulations while on sale, the Jaguar XJ-S is now fondly remembered by fans, so this book is sure to be welcomed by many. From Jag's decision-making process as it tried to design a successor to the E-Type to the XJ-S's final days of production, as well as its legacy, the book packs in lots of detail, all accompanied by a huge selection of images.

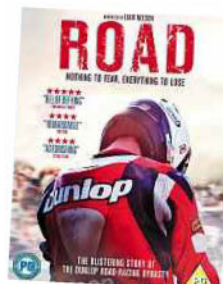


### Road

Available for: DVD, Blu-ray

Best price: £8.99 (DVD) Rating: ★★★★★

THE Dunlop family's motorcycle racing heritage is like no other. This DVD documentary, narrated by actor Liam Neeson, looks back at the careers of late brothers Joey and Robert, then turns to Michael and William, who race now. Will appeal to any motorsport fan.



## App of the week



### Google Maps V4.0

Available for: iOS, Android

Price: Free Rating: ★★★★★

A MAJOR redesign has brought Google Maps bang up to date for Apple devices. The app has been optimised for iOS products, and feels slicker than before. The Android software remains unchanged for now, but this version feels better than ever.





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Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

## Toyota Yaris Mk3

**57<sup>th</sup>  
PLACE**

**YOU TELL US...** City car is reliable and cheap to run, but noisy

### 2014 Results Yaris Factfile

**Years:** 2010 to present **CO<sub>2</sub>:** 123g/km

**Fuel economy:** 52mpg (1.33 VVT-i TR 3dr)

**Best features:** Electric windows, rear-view camera, climate control, sat-nav, paddleshift

**Prices:** From £4,000

#### OVERALL SCORE

**87.81%**

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better

	150	125	100	75	50	25	1	
RELIABILITY								26
BUILD QUALITY								89
RUNNING COSTS								30
PERFORMANCE								138
ROAD HANDLING								96
RIDE QUALITY								111
EASE OF DRIVING								44
SEAT COMFORT								112
PRACTICALITY								99
IN-CAR TECH								23

#### GOOD

"VERY economical, comfortable, reliable and well built."

"The drive is smooth with the CVT gearbox."

"It's never given me any problems, just like its predecessor, which was an earlier model."

"Toyota has never let me down, unlike my previous cars from Ford, Rover and Fiat."

"It's comfortable and reliable with an enjoyably smooth ride."

"The Yaris is really well built and the five-year warranty is great."

#### NOT SO GOOD

"I REALLY don't like the dashboard in the centre of the car."

"There is little pulling power from the engine, and it's poor at overtaking."

"The large turning circle for its size is annoying."

"The touchscreen tends to turn itself off and on again while you're listening to music via a USB stick."

"It's a little noisy at motorway speeds."

"There were a few rattles, plus a whistling noise from the doors."



**How do you rate your car?**

**Tell us what you think**

[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

**Q**

### Concern over chip upgrade

I HAVE a 2004 BMW 318d Sport and am considering fitting a plug-in upgrade to boost economy and performance. Do they actually work or will it damage my car?

**Chris Coles, E-mail**

**A**

*ENGINE chips claim to deliver a boost to power and economy, but be careful about getting it done. It'll likely invalidate a manufacturer warranty, plus your insurance premium will rise if the power is boosted too much. Trade-in values can be negatively affected, too.*

**Q**

### More info on MINI write-off

I'M thinking of buying a 2007 MINI Cooper D. It's a Cat D insurance write-off, but repair work was carried out by a MINI dealer.

Where can I find out more and what effect will it have on the purchase price?

**Christine Ellerington, E-mail**

**A**

*ASK the owner for documents of what work was done. If that isn't possible, contact the dealership, which should have records. Cat D cars are cheaper, but remember it'll affect the resale value. Check you can get it insured, too, as some companies won't, or will charge more.*

**Q**

### Fears over oil filler cap

AS preparation for the winter I was checking the oil and found a white paste around the filler cap. I've never seen it before, so I'm not sure what might be causing it. Can you help?

**Peter Brookes, E-mail**

**A**

*IT could just be condensation if you only take the car on shorter trips, but if you do longer runs, it could be something more serious. The most likely issue is with the head gasket, and is highlighted by the need to keep topping up your cooling system. Get it looked at as soon as possible – if the gasket blows, you'll face a big repair bill.*

## CAR WARRANTY EXPIRED?



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## NEED TO KNOW

Some owners have found that cars with 16-inch wheels and 55-profile tyres suffer from a harsh ride.



Thanks to Imperial Car Supermarkets in Hampshire for the loan of the Nissan Note (02380 986917, [www.imperialcarsupermarkets.co.uk](http://www.imperialcarsupermarkets.co.uk))

# BUYER'S GUIDE: Nissan Note

**FROM £2,300** Award-winning supermini-MPV is great value as a used buy



**Richard Dredge**

ANY car that wins an Auto Express award has to be a bit special; to win an award three years in a row, it has to be exceptional.

With a trio of Best Supermini-MPV crowns under its belt at our New Car Awards, it's clear the Nissan Note was a force to be reckoned with when it was new. Compact, yet spacious, the Note is good to drive and versatile, plus it looks smart.

The Mk1 model now trails newer rivals, and was replaced last year, but with prices from just over £2,000, it's better value than ever.

### History

THE Note arrived in March 2006, with 1.4 or 1.6 petrol engines plus a 1.5-litre dCi

turbodiesel. Only a five-door hatch was offered, and no other bodystyles have been added.

A January 2009 facelift brought a fresh nose and a higher-quality interior with more standard equipment.

There was another facelift in August 2010, with the Note getting further tweaks to the exterior detailing.

A final facelift in February 2012 brought extra standard kit for the Acenta and n-tec, plus a new range-topping n-tec+ trim.

### Which one?

POST-January 2009 Notes are more refined, have a better ride/handling balance and the 1.4 petrol edition has reduced CO<sub>2</sub> emissions. Early Notes came in S, SE and SVE trim, and from mid-2007 this changed to

Visia, Acenta and Tekna. If you want an automatic gearbox, you'll have to settle for a 1.6-litre petrol Note – but used autos are relatively rare.

Entry-level Notes come with remote central locking, front electric windows, Isofix, four airbags plus a CD player.

Mid-range cars also have air-con, alloys and electrically adjustable and heated door mirrors. Range-toppers get climate control, part-leather trim plus auto lights and wipers.

### Alternatives

EVER since the first Honda Jazz arrived in 2001 it's been one of

our favourite small cars thanks to its reliability, design, brilliant packaging and build quality.

While it's a superb all-rounder, it's not as polished dynamically as key rivals, but it's still a cracker, and the second-generation edition from 2008 is even better.

Another rival is the Citroen C3 Picasso, which is solidly built, spacious and great to drive, while the Vauxhall Meriva is good value used.

You could also try the Renault Modus, which is essentially the same car as the Nissan, and comes in standard or (Grand) long-wheelbase forms.

### Verdict

CARS like the Note make the trend for downsizing completely understandable.

With a clever interior and discreet good looks, the Note is an inconspicuous but talented car that leaves you wondering why you don't see more of it.

When we ran one on our fleet in 2007-2008, we were thoroughly impressed by its usability and dynamics.

The earliest cars are now eight years old, but the Note still scores strongly for reliability, and there are plenty of cherished low-mileage models available.

**"With a trio of our New Car Awards under its belt, the Note was a force to be reckoned with when it was new"**





### Windscreen

CHECK the windscreen for chips and cracks, especially in the lower corners. It's common for cracks to start here, then spread throughout the screen.



Tom Wood

### Steering

MAKE sure that the steering feels smooth and the assistance is linear between locks, as some Notes have required more than one replacement rack.



### Footwells

INSPECT the footwells to see if they're waterlogged. If they are, it's likely due to the air-con system leaking; repairs can be involved.



### Electrics

THE electrics can be unreliable, so ensure they all work. Pay particular attention to the powered windows and stereo. Check the CD player works, too.



## NEED TO KNOW

Check the condition of the auxiliary drive belts in the engine bay as they can wear quickly.

## NEED TO KNOW

Squeaks and creaks from the front suspension are probably down to anti-roll bar bushes that need replacing.

### Performance

0-62mph/top speed  
10.7 secs/114mph



### Running costs

42mpg (1.6)  
£56 fill-up



### CO<sub>2</sub>/tax

149-159g/km  
£145-£180



www.autoexpress.co.uk/driverpower

### OUR VIEW

THE Note's halo has slipped in recent years, and it was 143rd in this year's Driver Power survey, after peaking at number 32 in the 2011 poll. Owners single out practicality for praise, but the lack of comfort and stodgy dynamics aren't so well liked.

### YOUR VIEW

ALICIA Morton from Camberley, Surrey, owns a 2008 Note 1.4. She says: "It's nippy in town and easy to park thanks to its size – yet I can fit all sorts of things in it. It's economical and reliable, but isn't as much fun to drive as my old Ford Fiesta."



### Interior

VERSATILITY is excellent thanks to fold-flat seats that slide back and forth. Boot space is also notable – there's 280 litres with the seats up, or 1,332 litres with them down. There are cubbyholes galore inside, and a huge glovebox. Head and legroom are superb for four.

### Contacts

Official  
www.nissan.co.uk

#### Forums

www.noteownersclub.co.uk  
www.clubnissan.co.uk  
www.nissanforums.com  
www.nissanforum.org

## How much?

	62 2012	11 2011	59 2010	58 2009	07 2007
Model					
1.4 Acenta	£6,995	£5,950	£5,295	£4,675	£3,795
1.4 Visia	£6,550	£5,550	£4,975	£4,395	£3,595
1.6 Acenta	£7,175	£5,995	£5,375	£4,750	£3,850
1.6 Visia	N/A	£5,675	£5,075	£4,495	£3,675
1.5 dCi 85 Acenta	N/A	£6,895	£6,175	£5,475	£4,475
1.5 dCi 89 Visia	N/A	£6,475	£5,825	£5,175	£4,250
1.5 dCi 85 Tekna	N/A	N/A	£6,750	£5,975	£4,875

If you don't mind a high-mileage early car, you can buy a Note from just £2,300. Buy privately and you can secure a 60,000-mile example from just £2,800. Restrict the car's age to three years (so on an 11-plate or newer), and you'll pay at least £5,000 for a 70,000-mile example.

If you fancy a three-year-old Note 1.6 that's covered no more than 30,000 miles, you'll need to spend upwards of £6,000. Automatics are unusual and start at £3,500 or so, while diesels make up around a fifth of used Notes; high-mileage examples start at £2,800.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
1.4	10-11	44-47mpg	139-152g/km	£130-£180
1.6	14-16	42mpg	149-159g/km	£145-£180
1.6 auto	14-16	40mpg	159-166g/km	£180-£205
1.5 dCi 85	13-15	55-62mpg	119-136g/km	£30-£130
1.5 dCi 89	13-15	67mpg	110g/km	£20
1.5 dCi 102	16	55mpg	136g/km	£130

ALL petrol-engined Notes need to be serviced every 12 months or 12,500 miles, while the diesel pushes the latter up to every 18,000 miles. Costs are pegged at £149 for a minor service for petrol-engined cars, and £159 for a major check, and these figures increase to £219 and £249 for diesel-engined models.

These servicing costs include fresh brake fluid every two years, but fresh coolant every 54,000 miles costs an extra £65. There's no schedule for the air-con, but an annual check is worthwhile. It's likely to be £80 if it needs topping up. While the petrol engines are chain-driven, the diesel unit is fitted with a cambelt, which needs to be replaced every five years or 90,000 miles, at around £400.

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£46.75	£20.70
Brake discs (pair)	£63.04	£46.20
Door mirror glass (electric)	£33.39	£6.47*
Front wiper set	£20.00	£16.28

Prices for a 2010 Note 1.4. Dealer prices from Arbury Nissan in Bromsgrove, Worcs ([www.arbury-nissan.co.uk](http://www.arbury-nissan.co.uk)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com)).

## Recalls

THERE have been three recalls for the Note. The first was issued in July 2006 and affected cars built in January and February 2006. Some were fitted with Isofix brackets in the rear seats, which could be damaged in the event of a side impact. The next action came in December 2008. Diesel Notes built between January and October 2008 could suffer from fuel leaks. The most recent recall came in December 2010, and concerned the braking system.



# Car hunter

**£7,000 for a turbo hatch, but which one?**

**Dear Lawrence,** I want to upgrade my gutless supermini to a fast, turbocharged hot hatch – but it needs to be small and easy to park. What should I put on my list for about £7,000?

**James Butler,** E-mail

**Contact:** Lawrence\_Allan@dennis.co.uk



## THE DESIRABLE CHOICE

### Abarth 500

**FOR:** Iconic styling, agile handling, fun to drive  
**AGAINST:** Noisy and uncomfortable, cramped

FIAT'S racy Abarth model transformed the 500 from playful city car to a full-on pocket rocket. Its aggressive bodykit combines with stiffer suspension and a 133bhp 1.4-litre petrol engine to make the 500 even more enjoyable. It does 0-62mph in 7.9 seconds, and it's agile, although the stiff suspension gives a hard, bouncy ride that takes some getting used to, while the exhaust note is a little unpleasant, too.

It's claimed to manage 52mpg, but owners report figures in the low 40s as being more realistic. And it's the least practical car here, with cramped rear seats and a paltry 185-litre boot. Safety is a strong point, as the 500 gets a full five-star rating.

Reliability is reasonable with a few electrical niggles likely, but a generally solid powertrain. Equipment levels are generous for such a small car, too, but make sure it all works. Scouring the classifieds we found a fully loaded 2010 model with 49,000 miles for £7,499.



## THE VALUE CHOICE

### Vauxhall Corsa VXR

**FOR:** Bargain performance, comfortable  
**AGAINST:** Boy racer looks, reliability issues

VAUXHALL'S hot Corsa doesn't have the classiest reputation, thanks to lurid spoilers and a boy-racer image, but it does have value on its side, as well as impressive pace. The 190bhp 1.6-litre turbo engine can hit 140mph, and dispatches the 0-62mph sprint in 6.8 seconds. It's a less frenetic drive than the Fiat, but not quite as much fun, with lots of torque and a softer ride. It isn't as composed as the best hot hatches, but it is more rewarding than the VW.

The Corsa's interior might be a bit bland, but it's well equipped, and the Recaro sports seats are comfortable. It's fairly spacious, too. Fuel economy drops to around 35mpg compared to the Fiat, but that's due to the extra power. Insurance can be pricey.

Some owners have reported radiator failures and wheel bearings causing problems, so be sure to check that any repairs have been carried out properly. We spotted a 2008 VXR with 59,000 miles for £6,499.



## THE QUALITY CHOICE

### VW Polo GTI

**FOR:** Refined, practical, classy image  
**AGAINST:** Not much fun, a bit dated

LAUNCHED in 2007, the GTI might have been based on the ageing Mk4 Polo, but the addition of the VW Group's venerable 1.8-litre turbo engine gave it a new lease of life. With 150bhp, it's down on the Corsa, but a match for the Fiat for outright pace. It's the least exciting car here, though, giving a composed and competent drive rather than an involving one, as well as lacking steering feel.

Styled to look like a mini-Golf GTI, it's classier and more understated than its rivals, and the interior is better built. It's also very refined. As it's older, though, it lacks the long list of standard equipment that comes with the Fiat. But it is available with five doors, so is more practical than the newer Corsa.

Reliability is something to keep an eye on, as the manufacturer has come in for criticism in this area in our recent Driver Power surveys. We found a 2008 five-door GTI with 50,000 miles for £6,890.

## Buyers uncertain over EVs

JUST one per cent of UK motorists would consider buying an electric car with only 13 per cent happy to purchase a hybrid, according to a new survey.

The research also found only 15 per cent thought driving less would be a solution to future climate problems while 67 per cent said downsizing isn't feasible.

Phil Harrold, a partner at PricewaterhouseCoopers, which published the study, said customers expect manufacturers to shoulder the burden of minimising the environmental impact of driving, yet won't opt for alternatively fuelled vehicles themselves. He said: "The challenge facing makers is to change the primary concern in buyers' minds from cost to conservation."



**"Only one per cent of motorists would consider buying an EV"**

## Skoda Fabia

**DEAL OF THE WEEK** 'VAT-free' offer on supermini

SKODA'S outgoing Fabia supermini is set to be replaced soon – but the firm is determined to send it out with a bang.

It's now being offered 'VAT-free', meaning 20 per cent off all models. That translates to big savings across the range, but the VRS hot hatch in particular now has a whopping £2,949 off its list price, dropping it to £14,745. The new version of the Fabia arrives early next year, but the current car still impresses with its comfort and practicality. Visit [www.Skoda.co.uk](http://www.Skoda.co.uk) for more info, or go to [www.carbuyer.co.uk](http://www.carbuyer.co.uk) for more deals.

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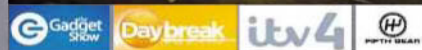
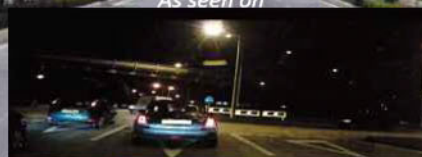
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**Mazda CX-5**  
51.4mpg (official)  
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**Hyundai Santa Fe**  
46.3mpg (official)  
£78 fill-up



**Honda CR-V**  
48.7mpg (official)  
£71 fill-up



# A perfect fit for the family

SUVs make great family cars, but which of our trio is the best second-hand choice?

## Mazda CX-5



**CX-5 feels very solid, and has lots of kit**

### 2.2 175PS Sport

**Years:** 2012 to date **Engine:** 2.2-litre 4cyl, 173bhp  
**Insurance group:** 21 **Econ/CO<sub>2</sub>:** 51mpg/144g/km  
**Why?** CX-5 was our Crossover of the Year in 2013, and is an impressive and capable used buy.

**Prices from: £17,400**

THE CX-5 is hard to fault as one of the strongest contenders in the competitive crossover class. It has a stylish, dynamic design, and the interior is solidly built and loaded with equipment. There's also lots of room, despite being the smallest car here.

But it's the drive which sets the Mazda apart, with precise controls, sharp handling and a supple ride. The SkyActiv diesel is also a class leader for refinement, performance and economy.

Owners rate it highly, too, as the CX-5 came 13th in our 2014 Driver Power poll.

## Hyundai Santa Fe



**Stylish Santa Fe is very well equipped**

### 2.2 CRDI Premium

**Years:** 2012 to date **Engine:** 2.2-litre 4cyl, 194bhp  
**Insurance group:** 19 **Econ/CO<sub>2</sub>:** 46mpg/159g/km  
**Why?** One of the best 4x4s on sale, the Santa Fe majors on style, dynamics and a classy interior.

**Prices from: £20,195**

ALTHOUGH the Santa Fe is a larger SUV, its pricing brings it in line with rivals here. From the outside it's the most imposing car here, but it's pretty stylish.

It feels bigger on the road, too, and can't match the Mazda for body control, plus has a notchy gearshift. It's a refined long-distance cruiser, however, and the 194bhp diesel is the fastest of the three.

That size pays dividends inside: the Santa Fe comes as a five or seven-seater and has lots of space, with a massive boot. Reliability is good, and you get the benefit of Hyundai's five-year warranty.

## Honda CR-V



**Cabin lacks flair, but is logically laid out**

### 2.2 i-DTEC EX 4WD

**Years:** 2012 to date **Engine:** 2.2-litre 4cyl, 148bhp  
**Insurance group:** 27 **Econ/CO<sub>2</sub>:** 49mpg/154g/km  
**Why?** The CR-V is practical and refined, extremely well built and has a punchy diesel engine.

**Prices from: £18,195**

HONDA was one of the first to offer a road-biased SUV with the CR-V, and this Mk4 model follows the same recipe. It isn't the prettiest car, but the interior is ergonomic, spacious and well built.

The CR-V is softly sprung, meaning a comfortable drive rather than an engaging one, although it's more agile than the Hyundai. The 2.2-litre diesel is refined, but the car isn't especially quick.

The CR-V should be trouble-free, as the brand came second for reliability, and finished 13th overall in our Driver Power 2014 manufacturers survey.

## Verdict

**1 Mazda CX-5**  
★★★★★

THE CX-5 is a master of all trades, combining a great drive and efficiency, with good looks and a spacious cabin. It's also the cheapest car here, so takes the win.

**2 Santa Fe**  
★★★★★

IF space is your priority, the Hyundai is king. It's far from agile, but the interior is classy and the engine strong. But it's more expensive than its rivals here.

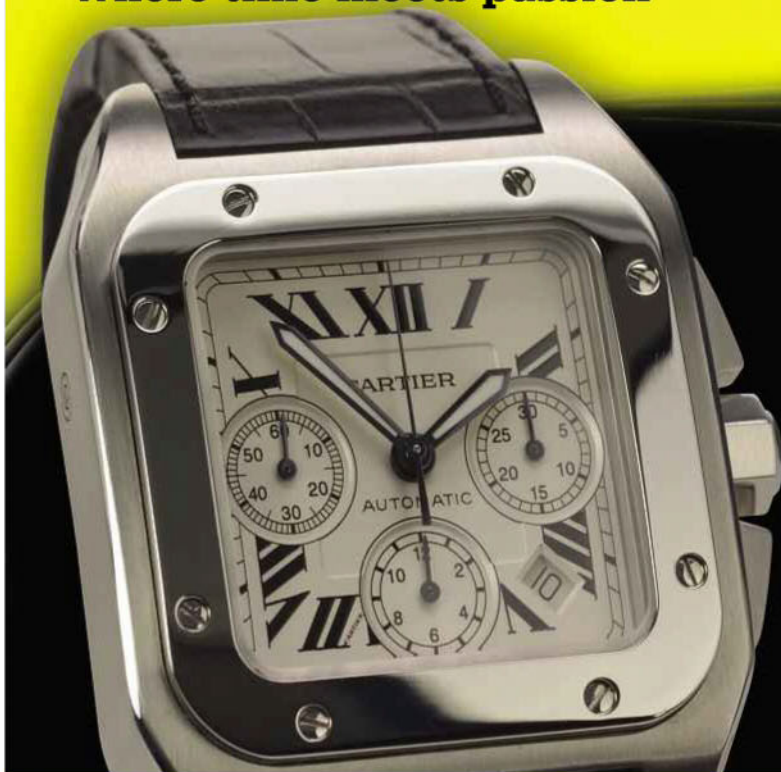
**3 Honda CR-V**  
★★★★★

A NARROW loss for the Honda. It does most things well, but can't quite match its rivals. The drive leaves a bit to be desired, but it's reliable.



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### HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (£20/£205)  
**BAND C:** 111-120g/km CO<sub>2</sub> (£30/£305)  
**BAND D:** 121-130g/km CO<sub>2</sub> (£40/£410)  
**BAND E:** 131-140g/km CO<sub>2</sub> (£50/£515)  
**BAND F:** 141-150g/km CO<sub>2</sub> (£60/£585)  
**BAND G:** 151-165g/km CO<sub>2</sub> (£80/£810)  
**BAND H:** 166-175g/km CO<sub>2</sub> (£90/£925)  
**BAND I:** 176-185g/km CO<sub>2</sub> (£100/£1040)  
**BAND J:** 186-200g/km CO<sub>2</sub> (£120/£1285)  
**BAND K:** 201-225g/km CO<sub>2</sub> (£140/£1585)  
**BAND L:** 226-255g/km CO<sub>2</sub> (£160/£1840)  
**BAND M:** Over 255g/km CO<sub>2</sub> (£190/£2200)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

### ABARTH

www.abarthcars.co.uk / Brochure: 0800 2227 8400 / Dealers: 25  
 Warranty: 3 years/unlimited miles

**500** - 365x1627mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 T-Jet 500 Custom	G	43.5	7.9	155	27	£14560
1.4 T-Jet 500 Turismo	G	43.5	7.4	155	28	£17990
1.4 T-Jet 500 Competizione	G	43.5	7.4	155	28	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	£32990

500C/595C: add £1800, auto: add £1265

### ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46  
 Warranty: 3 years/unlimited miles

**159** - 403x1720mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15145
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£16655
875cc TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875cc TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	26	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

**Giulietta** - 435x1798mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 76

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	E	48.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

**4C** - 398x2090mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.75T TCT 4C	G	41.4	4.5	157	N/A	£45000

### ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18  
 Warranty: 2 years/unlimited miles

**D3** - 462x1811mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

**B3** - 462x1811mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

**D5** - 491x1860mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

**B5** - 490x1811mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150

**B7** - 509x2190mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800

**XD3** - 465x1901mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450

**D4** - 464x1825mm, **EURO-NCAP** N/A

**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50850
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54850

**B4** - 464x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

**B6** - 489x1894mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

### ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1  
 Warranty: 3 years/unlimited miles

**Atom** - 3410x1798mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 VTEC Atom 3.5 24S	N/A	3.3	N/A	N/A	N/A	£30596
2.0 VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£58812
2.0 VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£64800

### ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22  
 Warranty: 3 years/unlimited miles

**Rapide S** - 5020x2140mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£147289

**Vantage** - 4380x1885x1865mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.7 V8 Vantage	M	20.5	4.8	321	50	£87334
4.7 V8 Vantage S	M	20.5	4.5	321	50	£93334
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139145

Auto: add £5000, Vantage Roadster: add £9000

**DB9** - 4720x1875mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135527

DB9 Volante: add £10000

**Vanquish** - 4721x1905mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe	M	19.6	4.1	335	50	£191140

Vanquish Volante: add £12000

### AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121  
 Warranty: 3 years/60000 miles

**A1** - 395x1740mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 63

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TFSI (86) SE 3dr	C	55.0	11.7	118	9	£14115
1.2 TFSI (86) Sport 3dr	C	55.0	11.7	118	9	£15955
1.4 TFSI (105) S line S tronic 3dr	E	48.0	6.9	139	28	£21415
1.4 TFSI (122) Sport 3dr	B	53.0	8.9	124	15	£16365
1.4 TFSI (140) CoD Sport 3dr	B	60.1	7.9	109	15	£18665
1.6 TDI (105) SE 3dr	A	74.0	10.5	99	14	£15175
1.6 TDI (105) Sport 3dr	A	74.0	10.5	99	14	£17015
2.0 TDI (143) Sport 3dr	B	69.0	8.2	108	14	£18640
2.0 TFSI (231) S1 3dr	G	40.3	5.8	162	33	£24905

Auto: add £1450 to 1.4 TFSI, A1 Sportback: add £560, S line: add £1445-£1545 to Sport, S line Style Edition: add £950 to S line, Black Edition: add £1250 to S line

**A3** - 4237x1777mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 16

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18280
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19580
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20430
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23	£23430
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	16	£20530
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£21880

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£21755
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23105
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24375

2.0 TFSI (200) quattro S3 3dr  
 1.4 TFSI (204) e-tron Sdr  
 Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, add £1355 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184), A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £3560, Sport: add £1225 to SE, S line: add £2150 to Sport

**A4** - 4701x1761x1826mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 80

Model	ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.8 TFSI (120) SE	G	43.5	10.5	151	19	£24385
1.8 TFSI (170) SE	E	49.6	8.1	134	24	£26000
2.0 TDI (177) quattro SE	E	58.9	8.2	134	26	£29880
2.0 TDI (136) SE	C	64.2	9.6	112	22	£27300
2.0 TDI ultra (163) SE	B	64.2	8.6	109	22	£28320
2.0 TFSI (225) quattro S tronic SE	G	40.4	6.9	155	31	£31645
3.0 TDI quattro S tronic SE	F	49.6	6.1	149	33	£33360
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	190	36	£39310
4.2 V8 FSI quattro S tronic RS4 Avant	L	26.4	4.7	249	41	£56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDI SE, S line: add £2255 to SE, Black Edition: add £1250 to S line

**A5 Sportback** - 4712x1781x1854mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.8 TFSI Sdr	E	48.7	8.2	136	27	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	£28550
2.0 TFSI quattro SE Sdr	G	41.5	7.1	159	29	£32650
2.0 TDI ultra (136) Sdr	B	67.3	9.5	109	23	£28340
2.0 TDI (177) Sdr	M	60.1	8.5	120	28	£29050
2.0 TDI (150) multitronic Sdr	B	58.9	9.4	127	24	£30100
2.0 TDI ultra (136) SE Sdr	B	67.3	9.5	109	23	£30310
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	28	£30820
2.0 TDI (150) multitronic SE Sdr	B	58.9	9.4	127	24	£31090
2.0 TDI (177) multitronic SE Sdr	C	61.4	8.5	120	28	£31600
2.0 TDI (245) quattr 5 tron S line Sdr	B	68.7	6.2	152	34	£40370
3.0 V6 TFSI quattro Sdr	J	35.5	5.1	190	40	£42680

Auto: add £1480 to TFSI, 2.0 TDI (177), £1550 to 2.0 TDI, quattro  
add £1645 to 2.0 TDI (177) SE, S line and Black; SE Technic: add  
£1350 to SE, S line; add £2300 to SE, Black; add £1250 to S line



Audi  
Vorsprung durch Technik



From  
**£559** per month\*

Exterior sports styling  
21" alloy wheels  
Satellite Navigation Privacy glass



**The Audi Q7 S line Sport Edition  
from £559 per month\***

Business users only\* plus VAT at 20%

Precision-engineered value from Audi

Official fuel consumption figures for Audi Q7 S line Sport Edition 3.0 TDI quattro 245PS tiptronic in mpg (l/100km): Urban 32.8 (8.6), Extra Urban 42.2 (6.7), Combined 38.2 (7.4). CO<sub>2</sub> emissions: 195 g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.

\*At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance.

\*Plus VAT and initial rental. Business users only. Based on 3 years, 10,000 miles per annum Contract Hire agreement with an initial rental of £3,354.00. 9.0p (plus VAT) excess mileage charges apply. Offer available for orders between October 2014 and December 2014 from participating Centres. Offers may be varied or withdrawn at any time. Further charges may apply when vehicle is returned, subject to fair wear and tear. Finance subject to status. Available to 18s and over. Terms and conditions apply. Audi Finance, Freeport Audi Finance.

	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50 £137465
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50 £142045

Mulsanne - 5575x1925mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50 £229345

Continental - 4804-5290x1916-1945mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
6.0 W12 auto GT	M	19.5	4.4	338	50 £140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50 £153745
4.0 V8 auto GT	L	26.7	4.3	246	50 £139915
4.0 V8 auto GT S	L	26.7	4.3	246	50 £139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50 £238645
Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12					

BMW					
www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153					
Warranty: 3 years/unlimited miles					
i3 - 3999x1775mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
eDrive auto i3	A	N/A	7.2	0	21 £30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21 £33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 8					
1.6 114i ES 3dr	E	49.6	11.2	132	12 £17775
1.6 116i ES 3dr	E	49.6	8.5	132	17 £19325
1.6 114d ES 3dr	C	65.7	12.2	112	15 £19410
2.0 116d ES 3dr	C	62.8	10.3	117	15 £20260
1.6 114i SE 3dr	E	49.6	11.2	132	12 £18345
1.6 116i SE 3dr	E	49.6	8.5	132	17 £19895
1.6 118i SE 3dr	E	47.9	7.4	137	22 £21940
1.6 114d SE 3dr	C	65.7	12.2	112	15 £19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15 £20830
2.0 116d SE 3dr	C	62.8	10.3	119	15 £20830
2.0 118d SE 3dr	C	62.8	8.9	118	19 £21975
2.0 120d SE 3dr	C	62.8	7.2	119	24 £23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13 £19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18 £21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22 £22940
1.6 114d Sport 3dr	C	65.7	12.2	112	15 £20980
2.0 116d Sport 3dr	C	62.8	10.3	117	16 £21830
2.0 118d Sport 3dr	C	62.8	8.9	118	20 £22975
2.0 120d Sport 3dr	C	62.8	7.2	119	24 £24425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18 £22465
1.6 118i M Sport 3dr	E	47.9	7.4	137	22 £24385
2.0 125i M Sport 3dr	E	47.9	7.4	137	22 £24385
3.0 M135i 3dr	J	35.3	5.1	188	39 £30845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16 £23275
2.0 118d M Sport 3dr	C	62.8	8.9	118	20 £24420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24 £25870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31 £27765
Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, Sdr: add £530, Urban: same price as Sport					

3 Series - 4624x1811mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 12					
2.0 316d ES	C	62.8	10.9	119	20 £25575
2.0 316d SE	C	62.8	10.9	119	20 £26425
2.0 318d SE	C	62.8	9.1	119	25 £27675
2.0 318d Luxury	C	62.8	9.1	119	25 £29175
2.0 320d EfficientDynamics	B	68.9	8.0	109	32 £28775
2.0 320d SE	C	61.4	7.5	120	32 £28775
2.0 320d Luxury	C	61.4	7.5	120	32 £31275
2.0 325d SE	D	57.6	6.8	129	35 £30575
2.0 325d Luxury	D	57.6	6.8	129	41 £33075
3.0 auto 330d SE	D	57.6	5.6	129	35 £33975
3.0 auto 330d Luxury	D	57.6	5.6	129	38 £36475
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43 £41015
1.6 316i ES	E	47.9	8.9	137	23 £23550
1.6 316i SE	E	47.9	8.9	137	23 £24400
2.0 320i EfficientDynamics	D	53.3	7.6	124	38 £26425
2.0 320i SE	F	44.8	7.3	147	31 £26565
2.0 320i Luxury	F	44.8	7.3	147	31 £29065
2.0 328i SE	F	44.1	5.9	149	36 £29765
2.0 328i Luxury	F	44.1	5.9	149	36 £32270
3.0 335i Luxury	J	35.8	5.5	186	38 £37760
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38 £40685
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39 £43185
3.0 TIT M3	K	32.1	4.3	204	45 £56190
Auto: add £1550, xDrive: add £1500 to 320i, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, M Sport: add £500 to Luxury					

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 320i SE	G	42.8	7.9	153	31 £29205
2.0 320i Sport	G	42.8	7.9	153	31 £30205
2.0 328i SE	G	42.2	6.1	155	35 £32405
2.0 328i Sport	G	42.2	6.1	155	35 £33405
3.0 335i Luxury	J	34.9	5.7	189	38 £39860
2.0 318d SE	C	62.8	9.7	119	24 £30575
2.0 318d Sport	C	62.8	9.7	119	24 £31575
2.0 320d SE	D	57.6	8.0	129	30 £31675
2.0 320d Sport	D	57.6	8.0	129	30 £32675
Auto: add £1515, xDrive: add £1500 to 320i, Luxury: add £1000 to Sport, M Sport: add £250 to Luxury					

5 Series - 4907-4998x1860-1901mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 4					
2.0 520i SE	F	44.1	7.9	149	36 £33005
2.0 520i M Sport	F	44.1	7.9	149	37 £35840
2.0 528i SE	G	42.8	6.2	154	40 £36570
2.0 528i M Sport	G	42.8	6.2	154	41 £39405
3.0 auto 535i Luxury	H	39.2	5.7	169	42 £44560
3.0 auto 535i M Sport	H	39.2	5.7	169	42 £44560
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46 £57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46 £57910
2.0 518d SE	C	62.8	9.7	119	30 £30265
2.0 518d M Sport	C	62.8	9.7	119	31 £33065
2.0 520d SE	C	62.8	8.1	119	33 £31965
2.0 520d M Sport	C	62.8	8.1	119	34 £34765
2.0 525d SE	D	57.6	7.0	129	33 £36855
2.0 525d M Sport	D	57.6	7.0	129	40 £39785
3.0 auto 530d SE	E	55.4	5.8	134	43 £41055
3.0 auto 530d Luxury	E	55.4	5.8	134	43 £43855
3.0 auto 530d M Sport	E	55.4	5.8	134	43 £43870
3.0 auto 535d M Sport	E	53.3	5.3	138	45 £48520
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44 £47790
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44 £48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44 £50625
4.4 V8T DCT M5	L	28.5	4.3	232	48 £73960

	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
4.4 V8T DCT M5 30 Jahre Edition L	L	28.5	3.9	232	49 £91890
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same as M Sport					

5 Series Gran Turismo - 4998x1901mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 auto 535i Luxury 5dr	J	34.4	6.1	192	44 £49460
2.0 auto 520d SE 5dr	H	53.3	8.9	139	33 £38045
3.0 auto 530d SE 5dr	G	48.7	6.2	153	43 £46965
3.0 auto 535d Luxury 5dr	G	47.9	5.7	154	46 £51885
4.4 V8 auto 550i Luxury 5dr	K	30.7	5.0	214	46 £59510
Luxury: add £2800 to 520d SE, add £2000 to 530d SE, M Sport: add £800 to 535i, 530d and 535d Luxury, £950 to 550i Luxury, same price as 520d Luxury					

6 Series Gran Coupe - 5007x1894mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 auto 640i SE	I	36.7	5.4	181	47 £62375
3.0 auto 640d SE	F	51.4	5.4	148	48 £64875
3.0 auto 650i M Sport	K	32.8	4.6	206	50 £76150
4.4 V8T DCT M6	L	28.5	4.2	232	50 £98145
M Sport: add £4665 to SE					

7 Series - 5072-5212x1902mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 auto 740i SE	I	35.8	5.7	184	48 £61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47 £66200
3.0 auto 730d SE	F	50.4	6.1	148	48 £58275
3.0 auto 740d SE	F	49.6	5.5	149	49 £65465
4.4 auto 750i SE	J	32.8	4.8	199	49 £71515
6.0 V12 auto 760i SE	M	21.1	4.6	314	50 £102015
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760i					

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.5T 218i SE	C	57.6	9.2	115	15 £22125
2.0 218d SE	B	68.9	8.9	109	17 £24205
1.5T 218i Sport	C	57.6	9.2	115	15 £23375
2.0 218d Sport	B	68.9	8.9	109	18 £25455
1.5T 218i Luxury	C	57.6	9.2	115	16 £24125
2.0 218d Luxury	B	68.9	8.9	109	18 £26205
1.5T 218i M Sport	C	57.6	9.2	115	16 £25150
2.0 218d M Sport	B	68.9	8.9	109	18 £27205

X1 - 4454x1798mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 100					
2.0 xDrive20i SE	I	37.7	7.8	176	28 £27280
2.0 xDrive16d SE	D	57.6	11.5	128	18 £24230
2.0 xDrive18d SE	D	57.6	9.6	128	22 £25330
2.0 xDrive20d EfficientDynamics	C	62.8	8.3	119	24 £26760
2.0 xDrive20d SE	D	57.6	7.8	129	24 £26760
2.0 xDrive18d SE	F	51.4	9.9	144	22 £26830
2.0 xDrive20d SE	F	51.4	8.1	145	24 £28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26 £32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27 £33540
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE					

X3 - 4657x1881mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 12					
2.0 xDrive18d SE	D	60.1	9.5	124	26 £30990
2.0 xDrive20d SE	E	54.3	8.1	136	30 £32990
3.0 auto xDrive30d SE	G	49.6	5.9	159	39 £39790
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43 £46385
Auto: add £1550, xLine: add £1500, M Sport: add £3000					

X4 - 4657x1881mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 xDrive20d SE	E	54.3	8.1	136	31 £36595
2.0 auto xDrive30d xLine	G	49.6	5.9	159	31 £44895
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43 £48995
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000					

X5 - 4886x1938mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£60390
2.0 auto xDrive25d SE	F	50.4	8.2	149	42	£42945
2.0 auto xDrive25d SE	G	48.7	6.2	154	42	£45250
3.0 auto xDrive30d SE	G	45.6	6.9	162	44	£48250
3.0 auto xDrive40d SE	G	45.6	5.9	167	47	£50910
3.0 auto M50d xDrive	I	42.2	5.3	177	49	£64075
4.4 V8T auto X5 M	M	25.4	4.2	258	50	£90170
M Sport: add £4700 to 30d SE or £3900 50i SE						



	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
2.0 420d Luxury	D	60.1	7.5	124	£34295
3.0 auto 430d Luxury	D	57.6	5.5	129	£39615
3.0 auto 430d M Sport	D	57.6	5.5	129	£40245
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	£45455
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	£45405
3.0Tt M4	K	32.1	4.3	204	£56650

Auto: add £115 to 435d, xDrive: add £150 to 420d, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420d, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury

#### Z4 - 4239-4244x1790mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
2.0 sDrive18i	G	41.5	7.9	159	£27740
2.0 sDrive20i	G	41.5	6.9	159	£29840
2.0 sDrive28i M Sport	G	41.5	5.7	159	£37390
3.0 sDrive35i M Sport	K	30.1	5.2	219	£43005
3.0 DCT sDrive35i	K	31.4	4.8	210	£45950

Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

#### 6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
3.0 auto 640i SE	I	36.7	5.4	179	£60630
3.0 auto 640d SE	F	51.4	5.5	144	£63130
4.4 V8 auto 650i M Sport	K	28.1	4.9	206	£97470
4.4 V8T DCT 650i	K	28.5	4.2	232	£94625

6 Series Convertible: add £6130, M Sport: add £4500-£4665

#### i8 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.5 TT/eDrive auto i8	A	113.0	4.4	59	£99845

#### CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

#### Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
660cc T160	C	57.6	6.5	114	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	£25495
1.6 Roadsport 175	N/A	4.8	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	£27995
2.0 Supersport R400	N/A	3.8	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	£48995
2.0 SJC 620R	N/A	2.8	N/A	N/A	£49995

#### CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A

Warranty: 5 years/100,000 miles

#### Camaro - 4837x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
6.2 V8 Coupe	M	20.0	5.2	329	£83345

Auto: add £1500, Convertible: add £5000

#### Corvette - 4493x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
6.2 V8 Stingray Coupe	M	23.5	3.8	279	£61520
6.2 V8 Stingray Convertible	M	23.1	3.8	283	£64520

#### CHRYSLER

www.chrysler.co.uk / Brochure: 08000 1692 1692 / Dealers: 74

Warranty: 3 years/60,000 miles

#### Ypsilon - 3842x1676mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
0.9 TwinAir Platinum	A	67.0	11.9	99	£13695
0.9 TwinAir Gold	A	67.0	11.9	99	£71295
1.2 Platinum	C	58.0	14.5	115	£12495
1.2 Silver	C	58.0	14.5	115	£9895
1.2 Gold	C	58.0	14.5	115	£10995
1.3 Multijet Platinum	A	74.0	11.4	99	£14695
1.3 Multijet Gold	A	74.0	11.4	99	£13195

Auto: add £1200 to TwinAir models

#### 300C - 5044x1905mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
3.0 CRD V6 auto Executive	J	39.8	7.4	191	£30020

#### Grand Voyager - 5143x1954mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
2.8 CRD auto SE	K	35.8	12.8	222	£28310
2.8 CRD auto SR	K	35.8	12.8	222	£30310
2.8 CRD auto Limited	K	35.8	12.8	222	£36310

#### CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60,000 miles

#### C-Zero - 3475x1475mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
64th auto C-Zero	A	N/A	15.9	0	£21216

#### CT - 3465x1884mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	£8245
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	£9495
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	£10185
1.0 e-VTI (68) Airdream Flair 3dr	A	74.3	14.3	88	£10435
1.2 VTI (82) VTR+	A	65.7	11.0	99	£10535
1.0 VTI (68) ETG Flair 5dr	A	67.3	14.6	97	£11085

Auto: add £400 to Feel/Flair 3dr; Airdream: add £160 to select models

#### C3 - 3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.0 VTI (68) VT	A	65.7	14.7	99	£11075
1.4 HDi (70) VT	A	74.3	13.2	99	£13230
1.0 VTI (68) VTR+	B	64.2	14.2	102	£12495
1.2 VTI (82) VTR+	B	62.8	14.2	107	£13390
1.4 VTI (82) ETG auto VTR+	A	51.4	13.2	99	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	£14590

#### C4 Picasso - 4428x1826mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.4 VTI (95) VT	F	44.8	12.2	145	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	£18090
1.6 HDi (115) Exclusive	D	58.8	11.2	125	£17930
1.6 HDi (90) VTR+	F	67.2	13.5	107	£16230
1.6 VTI (120) ETG6 VTR+	F	47.1	11.5	137	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	£17095

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VTR

#### C4 Picasso - 4428x1826mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.6 VTI (120) VTR	F	44.8	12.3	145	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	£18395
1.6 VTI (120) VTR+	F	44.8	12.3	145	£19020
1.6 HDi (90) VTR+	F	67.3	12.9	109	£19710
1.6 e-HDi (90) Airdream ETG6 VTR+	A	74.3	13.7	98	£20410
1.6 e-HDi (115) Airdream Exclu	B	70.6	11.8	105	£20510
1.6 THP (155) Exclusive	E	47.1	9.0	139	£21320
1.6 e-HDi (115) Airdream Exclu	B	70.6	11.8	105	£21810
2.0 BlueHDi (150) Exclusive	C	70.6	11.8	110	£23010

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive: add £2400 to Exclusive

#### C4 Picasso - 4428x1826mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.4 VTI (95) VTR	E	46.3	11.9	140	£12420
1.6 HDi (90) VTR	B	67.3	12.9	104	£16355
1.6 VTI (120) VTR+	F	45.6	10.8	143	£17395
1.6 HDi (90) VTR+	B	67.3	12.5	104	£18105
1.6 HDi (115) Airdream VTR+	A	61.4	11.3	97	£18965
1.6 e-HDi (115) A'drm EGS VTR+	A	74.3	11.2	95	£19565
1.6 THP (155) ETG6 Exclusive	F	44.1	8.7	148	£20195
1.6 e-HDi (115) Airdream Excl	B	60.1	11.3	100	£20365
1.6 e-HDi (115) A'drm EGS Excl	B	67.3	11.2	101	£20965
2.0 HDi (150) Exclusive	D	56.5	8.6	130	£21185

Auto: add £1000 to VTI (120), ETG6 auto: add £700

#### C4 Cactus - 4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (75) Touch	B	61.4	12.9	105	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	£13390
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	£15390
1.2 PureTech (82) Feel	B	61.4	12.9	105	£14590
1.2 PureTech (82) S&S ETG Feel	A	65.7	10.5	9	£15990
1.2T PureTech (110) S&S Feel	B	60.1	9.3	107	£15790
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	£16590
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	£16790

Flair: add £1400 to Feel

#### D54 - 4275x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.6 e-HDi (115) Airdream D5ign	C	60.1	12.4	113	£19425
1.6 e-HDi (115) Airdream D5tyle	C	64.0	12.4	113	£21975
1.6 VTI (120) D5ign	F	46.0	12.2	144	£17855
1.6 THP (200) D5port	F	44.0	8.5	149	£17855
1.6 THP (160) ETG6 D5tyle	F	44.0	9.9	178	£21765
1.6 VTI (120) D5tyle	F	46.0	12.2	144	£19905
2.0 HDi (160) D5port	E	55.0	9.3	134	£23700
2.0 HDi (160) D5tyle	E	55.0	9.3	134	£22700

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

#### D55 - 4530x1871mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	£23260
1.6 e-HDi (115) Airdream D5tyle	C	64.2	12.2	112	£25890
1.6 BlueHDi (120) D5tyle	B	64.2	12.2	105	£25890
2.0 HDi (160) D5tyle	E	55.4	8.5	133	£24695
2.0 HDi auto Hybrid4 (200) D5tyle	B	68.9	8.3	107	£21600
1.6 THP (200) D5port	G	42.2	8.5	155	£27890
1.6 HDi (160) D5port	E	55.4	8.5	133	£28955
1.6 BlueHDi (180) auto D5port	G	64.2	9.2	118	£31580
2.0 HDi auto Hybrid4 (200) D5port	B	68.9	8.3	102	£33700

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

#### Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.6 VTI (95) VT	G	42.0	13.8	155	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	£15105
1.6 e-HDi (90) A'drm ETG6 VTR	C	58.4	14.3	120	£15875
1.6 HDi (90) XTR	C	53.3	14.3	135	£17155
1.6 e-HDi (90) A'drm ETG6 XTR	C	58.4	14.3	120	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	£17905

#### C3 Picasso - 4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 63	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.4 VTI (95) VT	F	44.8	12.2	145	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	£18090
1.6 HDi (115) Exclusive	D	58.8	11.2	125	£17930
1.6 HDi (90) VTR+	F	67.2	13.5	107	£16230
1.6 VTI (120) ETG6 VTR+	F	47.1	11.5	137	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	£17095

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VTR

#### C3 Picasso - 4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 63	Eco band	MPG	CO <sub>2</sub>	Insurance group	List price
1.4 VTI (95) VT	F	44.8	12.2	145	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	£18090
1.6 HDi (115) Exclusive	D	58.8	11.2	125	



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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0T EcoBoost (250) ST-1	G	41.5	6.5	159	N/A	£22195
2.0 TDCI (185) ST-1	B	67.3	8.1	110	N/A	£22195
107kW Focus Electric	A	N/A	11.0	0	20	£28580

Estate: add £1100, Zetec S: add £1,250 to Zetec, Titanium X: add £2000 to Titanium (not 1.5T EcoBoost (150), 1.6 TDCI, 1.6 Powershift), ST-2: add £1500 to ST-1, ST-3: add £3800 to ST-1

**Mondeo (NEW) - 4869x1852mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

1.5T (160) EcoBoost Titanium	E	48.7	9.2	134	N/A	£22245
1.5T (160) EcoBoost Zetec	E	48.7	9.2	134	N/A	£21045
1.6 TDCI (115) EcoBoost Style	A	78.5	12.1	94	N/A	£20795
1.6 TDCI (115) EcoBoost Titanium	A	78.5	12.1	94	N/A	£22995
1.6 TDCI (115) EcoBoost Zetec	A	78.5	12.1	94	N/A	£21795
2.0 TDCI (150) EcoBoost Style	B	58.9	9.4	107	N/A	£21545
2.0 TDCI (150) EcoBoost Titanium	B	58.9	9.4	107	N/A	£23745
2.0 TDCI (180) Titanium	C	64.2	8.3	115	N/A	£24245
2.0 TDCI (150) EcoBoost Zetec	B	58.9	9.4	107	N/A	£22545
2.0T E-Boost (240) auto Titanium	H	38.7	7.9	169	N/A	£25745
2.0 TIVCT (187) Hybrid	A	67.3	9.2	99	N/A	£24995

Auto: add £1500 to 1.5T EcoBoost, 2.0 TDCI (not Style), Mondeo Estate: add £1250

**Tourneo Connect - 4418x1816mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

1.0T (100) EcoBoost Style	D	50.4	14.0	129	7	£14245
1.6 TDCI (95) Style	D	56.5	14.7	130	8	£14745
1.0T (100) EcoBoost Zetec	D	50.4	14.0	129	9	£15895
1.6 TDCI (95) Zetec	D	56.5	14.7	130	12	£16395
1.6 TDCI (115) Zetec	D	58.9	12.1	130	10	£16995
1.6 TDCI (95) Titanium	D	56.5	14.7	130	8	£17395
1.6 TDCI (115) Titanium	D	58.9	12.1	130	11	£17995
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£18095

Economy Pack: add £360 to 1.6 TDCI (95), Grand Tourneo Connect: add £2000 to diesels (not 1.6 TDCI (95) Titanium), seven seats: add £240 to Grand Tourneo Connect

**B-MAX - 4077x1751mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

1.4 (90) Studio	E	47.1	13.8	139	7	£12995
1.4 (90) Zetec	E	47.1	13.8	139	8	£14795
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15395
1.0T (120) EcoBoost Zetec	C	57.7	11.2	114	12	£15995
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16465
1.5 TDCI (75) Zetec	B	68.9	10.5	109	8	£16195
1.6 TDCI (95) Zetec	B	70.6	13.9	104	11	£16695

Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCI), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

**C-MAX - 4380x1828mm, EURO-NCAP N/A**  
DRIVER POWER POS: 62

1.6 TIVCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCI (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6 TDCI (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCI (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCI (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCI (163) Titanium X	D	57.7	8.6	129	20	£24225

Auto: add £1375 to 2.0 TDCI, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCI Titanium

**Grand C-MAX - 4520x1828mm, EURO-NCAP N/A**  
DRIVER POWER POS: 62

1.6 TIVCT (105) Zetec	F	44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCI (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6 TDCI (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCI (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCI (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCI (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCI (140) Zetec	E	55.4	10.1	134	20	£21950

Auto: add £1375 to 2.0 TDCI, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCI Titanium

**S-MAX - 4768x1884mm, EURO-NCAP N/A**  
DRIVER POWER POS: 80

1.6 TDCI (115) Titanium S/S	E	54.0	13.0	139	17	£25860
1.6 TDCI (115) Zetec S/S	E	54.0	13.0	139	16	£24110
1.6T (160) EcoBoost Titanium S/S	G	42.0	9.8	159	19	£25060
1.6T (160) EcoBoost Zetec S/S	G	42.0	9.8	159	18	£23310
2.0 TDCI (140) Titanium	F	50.0	10.2	149	19	£26045
2.0 TDCI (163) Titanium	F	50.0	9.5	149	20	£26645
2.0 TDCI (140) Zetec	F	50.0	10.2	149	18	£24295
2.0 (203) Powershift Titanium	J	35.0	8.5	189	23	£26735
2.0 (240) Powershift Titanium X Sport	J	34.0	7.9	194	27	£31485
2.2 TDCI (200) Titanium	H	43.0	8.6	174	26	£27870

Auto: add £1530 to 2.0 TDCI, Titanium X Sport: add £3750 to 2.0 TDCI (163) and 2.2 TDCI Titanium

**Galaxy - 4820x1884mm, EURO-NCAP N/A**  
DRIVER POWER POS: 46

1.6 TDCI (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCI (115) Zetec S/S	E	54.0	13.4	139	16	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 (203) E-Boost Powershift Titanium	J	35.0	8.8	189	24	£29235
2.0 TDCI (140) Titanium	F	50.0	10.6	149	20	£28545
2.0 TDCI (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCI (140) Zetec	F	50.0	10.6	149	20	£26645
2.2 TDCI (200) Titanium	I	42.0	8.8	179	26	£30375

Auto: add £1480 to 2.0 TDCI, Titanium X: add £2500 to Titanium

**EcoSport - 4010x1765mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCI (91) Titanium	C	61.4	14.0	120	9	£16495

Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium

**Ranger - 5359x1850mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

2.2 TDCI (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCI (150) Double Cab XL	K	36.2	12.3	206	11	£23649

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.2 TDCI (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCI (150) Double Cab Limited K	K	36.2	12.3	206	12	£27749
3.2 TDCI (200) Double Cab Limited M	M	29.1	10.3	256	12	£28949
3.2 TDCI (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCI Limited and 3.2 TDCI Wildtrak, Limited 2: add £600 to Limited

**Kuga - 4524x1838mm, EURO-NCAP N/A**  
DRIVER POWER POS: 34

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCI (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCI (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCI (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCI AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCI (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

**GREAT WALL**

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54  
Warranty: 5 years/125000 miles

**Steed - 5040x1800mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

**HONDA**

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196  
Warranty: 3 years/60000 miles

**Jazz - 3900x1695mm, EURO-NCAP N/A**  
DRIVER POWER POS: 47

1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC EXL	D	50.0	11.8	129	16	£17195
1.4 i-VTEC SI	D	51.0	11.5	126	16	£14995

Auto: add £1100 to 1.4, T-spec: add £995 to S, ES, EX, EXL and iMA

**Insight - 4396x1695mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

1.3 iMA auto HS	A	65.7	12.5	99	15	£21295
1.3 iMA auto HX	A	65.7	12.5	99	16	£23595
1.3 iMA auto HE	A	68.9	12.5	96	15	£20475

T-spec: add £995 to HE and HS

**Civic - 4300x1770mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

1.4 i-VTEC S	D	52.3	13.4	129	8	£16995
1.8 i-VTEC S	E	48.7	9.1	137	16	£19255
1.8 i-VTEC SE Plus	F	47.1	9.1	143	16	£20655
1.8 i-VTEC SR	F	47.1	9.1	143	17	£22355
1.6 i-DTEC S	A	78.5	10.5	94	18	£20375
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£21960
1.6 i-DTEC SR	A	78.5	10.5	94	18	£24360

Auto: add £1400-£1415 to 1.8 i-VTEC, T-spec: add £995 to S, ES45 to SE Plus, EX Plus: add £2300 to SR, Tourer: add £1000-£1550

**Accord - 4725x1840mm, EURO-NCAP N/A**  
DRIVER POWER POS: 31

2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£26580
2.2 i-DTEC ES	E	53.0	9.4	138	24	£25400
2.2 i-DTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-DTEC Type S	F	50.0	8.8	147	28	£31435
2.4 i-VTEC EX	J	33.0	8.1	199	26	£27885

Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385-1575, ES: GT, add £920 to ES spec



£1000 to Premium

**I30 - 4300x1780mm, EURO-NCAP★★★★★**  
**DRIVER POWER POS: N/A**

1.4 (100) Classic 3dr	F	47.1	13.2	139	7	£14605
1.4 (100) Active 3dr	F	46.3	13.2	143	7	£15805
1.6 CRDI (110) Active 3dr	F	44.3	11.5	100	11	£18090
1.6 (120) Sport 3dr	F	44.1	10.9	149	10	£17600
1.6 CRDI (128) Sport 3dr	B	68.9	10.9	108	13	£19590
1.4 (100) Classic Sdr	E	47.1	13.2	139	7	£15210
1.6 CRDI (110) Classic Sdr	A	76.3	11.5	97	12	£17495
1.4 (100) Active Sdr	E	47.1	13.2	139	8	£16310
1.6 (120) auto Active Sdr	G	41.5	11.9	159	10	£17710
1.6 CRDI (110) Active Sdr	A	76.3	11.5	97	12	£18595
1.4 (100) Style Sdr	F	46.3	13.2	143	8	£17310
1.6 CRDI (128) Style Sdr	A	74.3	10.9	100	14	£19895
1.6 (120) Premium Sdr	F	44.1	10.9	149	9	£20725
1.6 CRDI (128) Premium Sdr	B	68.9	10.9	108	13	£22715

Auto: add £1765 to 1.7 CRDI Active and Premium, £30 Tourer; add £1100 to Sdr; SE Panorama: add £1300 to SE

**I40 - 4740-4770x1815mm, EURO-NCAP★★★★★**  
**DRIVER POWER POS: 42**

1.7 CRDI (115) BD Active	C	66.0	12.9	113	12	£19105
1.7 CRDI (136) BD Active	C	63.0	10.6	119	16	£19905
1.7 CRDI (115) BD Style	C	66.0	12.9	113	12	£21205
1.7 CRDI (136) BD Style	C	63.0	10.6	119	16	£22005
1.7 CRDI (115) BD Premium	C	66.0	12.9	113	12	£24405
1.7 CRDI (136) BD Premium	C	63.0	10.6	119	17	£26170

Auto: add £1765 to 1.7 CRDI (136) (not Active), £40 Tourer; add £1250 to 1.7 CRDI (115), £1350 to 1.7 CRDI (136) BlueDrive, £1400 to 1.7 CRDI

**Ix20 - 4100x1765mm, EURO-NCAP★★★★★**  
**DRIVER POWER POS: 87**

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDI Classic	C	66.0	14.5	114	9	£13835
1.6 CRDI Active	F	54.0	11.5	117	9	£15385
1.6 CRDI Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

**Ix35 - 4410x1820mm, EURO-NCAP★★★★★**  
**DRIVER POWER POS: 90**

1.6 GDI 2WD S	G	41.5	11.1	158	18	£17000
1.7 CRDI 2WD S	E	53.3	12.4	139	16	£18500
1.6 GDI 4WD S	G	41.5	11.1	158	18	£18600
1.7 CRDI 2WD SE	E	53.3	12.4	139	16	£20100
2.0 CRDI 4WD SE	F	49.6	11.3	145	21	£23000
1.7 CRDI 2WD Premium	F	50.4	12.4	147	17	£22850
2.0 CRDI 4WD Premium	F	49.6	11.3	149	21	£25750

Auto: add £1465 to 2.0 CRDI, £150 to add £180 to 1.6 GDI, Premium Panorama: add £800 to Premium

**Santa Fe - 4600x1880mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

2.2 CRDI Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDI Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDI Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.2 CRDI Premium SE 4WD 5-seat	G	46.3	9.8	159	20	£32720

Auto: add £1705 to 4WD models, Seven seats: add £1200

**INFINITI**

www.infiniti.co.uk / Dealers: 10  
Warranty: 3 years/60000 miles

**Q50 - 4790-4800x1820mm, EURO-NCAP★★★★★**  
**DRIVER POWER POS: N/A**

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £120 to Premium

**Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.7 V6 auto Q60 Conn GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

**Q70 - 4945x1845mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.5 V6 auto Q70 Hybrid GT	G	40.9	5.5	159	44	£43235
3.0d V6 auto Q70 GT	J	37.7	6.9	199	46	£40565
3.0d V6 auto Q70 S	J	37.7	6.9	199	46	£42870
3.7 V6 auto Q70 S Premium	L	27.7	6.2	235	45	£45245

Premium spec: add £3970 to GT, Q70 S

**QX50 - 4635-4645x1800mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

**QX70 - 4865x1925mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70 S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70 S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70 S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

**ISUZU**

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97  
Warranty: 5 years/125000 miles

**D-Max - 5295x1860mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

**JAGUAR**

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97  
Warranty: 3 years/unlimited miles

**XE - 4675x1850mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

2.0d (163) SE	A	75.0	7.9	99	N/A	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	N/A	£32325
2.0d (163) R-Portfolio	A	75.0	7.9	99	N/A	£32975
2.0d (180) SE	B	67.3	7.4	109	N/A	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	N/A	£33025
2.0d (180) R-Portfolio	B	67.3	7.4	109	N/A	£33675
2.0d (200) auto SE	I	37.7	7.1	179	N/A	£26995
2.0d (200) auto R-Sport	I	37.7	7.1	179	N/A	£29745
2.0d (240) auto R-Sport	I	37.7	6.5	179	N/A	£33095
2.0d (240) auto R-Portfolio	I	37.7	6.5	179	N/A	£33745
3.0 S/C (340) auto S	J	34.9	4.9	194	N/A	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

**XF - 4961x1877mm, EURO-NCAP★★★★★**  
**DRIVER POWER POS: 15**

2.2d (163) auto SE	F	52.0	9.8	149	33	£29945
2.2d (163) auto SE Business	F	52.0	9.8	149	33	£31495
2.2d (163) auto Luxury	F	52.0	9.8	149	33	£32945
2.2d (200) auto Luxury	F	52.0	8.5	149	40	£33945
2.2d (200) auto Sport	F	52.0	8.5	149	41	£34945
2.2d (200) auto Portfolio	F	52.0	8.5	149	41	£35945
3.0d V6 auto Portfolio	H	45.0	7.1	169	43	£35860
3.0d V6 auto Portfolio	H	45.0	7.1	169	44	£45115
3.0d V6 auto S Luxury	H	45.0	6.4	169	45	£46615
3.0d V6 auto S Portfolio	H	45.0	6.4	169	46	£48515
5.0 V8 S/C auto XFR	M	24.4	4.7	270	49	£65440
5.0 V8 S/C auto XFR-S	M	24.4	4.4	270	50	£79995
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	43	£48510
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	43	£48510

Sportbrake: add £2000-£2500, R-Sport: add £50 to Luxury, Premium Luxury: add £4000 to Luxury

**XJ - 5122-5247x1894mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0d V6 auto Luxury	I	40.0	6.4	184	48	£56870
3.0d V6 auto Portfolio	I	40.0	6.4	184	49	£67870
3.0d V6 auto Premium Luxury	I	40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	24.4	4.4	270	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395

Long wheelbase: add £3110 (not XJR)

**F-Type - 4470x1923mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (280) S Coupe	L	28.8	5.5	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD; add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

**XK - 4794x1892mm, EURO-NCAP N/A**  
**DRIVER POWER POS: 41**

5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£49975
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKR-S	M	23.0	4.4	292	50	£97490

XK Convertible: add £6000

**JEEP**

www.jeep.co.uk / Brochure: 0800 04255337 / Dealers: 73  
Warranty: 3 years/60000 miles

**Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

**Compass - 4448x1812mm, EURO-NCAP★★★**  
**DRIVER POWER POS: N/A**

2.0 VVT Sport 4x2	H	37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H	42.8	9.8	172	28	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	24	£23860

**Cherokee - 4623x1859mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

2.0 Multitjet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 Multitjet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 M'Jet (170) L'tude 4x4 auto	G	48.7	10.3	154	27	£29995

Longitude Plus: add £2200, Limited: add £5700

**Grand Cherokee - 4822x1943mm, EURO-NCAP N/A**  
**DRIVER POWER POS: N/A**

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

**KIA**

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170  
Warranty



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"Thanks for sending the carbon-look Rearguard for my Mk7 Golf. It's fabulous - it does exactly what I needed, as the sill is particularly prone to damage. I don't understand why manufacturers don't fit something like it as standard equipment." Mr R.J. VW Golf Mk7



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RGM Ltd, Unit K4-K5 Cherrycourt Way,  
Stanbridge Road, Leighton Buzzard, LU7 4UH

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>DRIVER POWER POS: N/A</b>						
5.0 V8 auto RCF	L	26.2	N/A	252	N/A	£59995
<b>LOTUS</b>						
www.lotuscars.co.uk / Dealers: 13 Warranty: 3 years/36000 miles						
<b>Elise - 3785x1719mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
1.6 Elise	F	45.0	6.0	149	43	£28720
1.8 Elise S	I	37.5	4.2	175	43	£36965
Club Racer: £600 less						
<b>Exige S - 4052x1802mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.5 V6 VVT-H S/C Coupe	L	28.0	4.0	236	46	£54235
Auto: add £2000, Exige S Roadster: same price as Coupe						
<b>Evora - 4342x1860x1848-1972mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.5 V6 VVT-H Evora	K	30.3	4.8	217	46	£52660
3.5 V6 VVT-H S/C Evora S	L	28.7	4.6	229	50	£61885
Evora 2+2: add £1900 to Evora, add £1675 to Evora S, auto: add £1800						
<b>McLAREN</b>						
www.mclarenautomotive.com / Dealers: 3 Warranty: 3 years						
<b>650S - 4512x2093mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.8 V8T 55G 650S	M	24.2	3.0	275	50	£195275
3.8 V8T 55G 650S Spider	M	24.2	3.0	275	50	£215275
<b>P1 - 4588x1880mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.8 V8T DCT Hybrid P1	J	34.0	2.8	194	50	£866000
<b>MASERATI</b>						
www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17 Warranty: 3 years/unlimited miles						
<b>Ghibli - 4971x1948mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.0 V6T auto	K	29.4	5.6	223	N/A	£52615
3.0 V6T auto S	L	27.2	5.0	242	N/A	£63760
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	£49160
<b>Quattroporte - 5262x1948mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6T auto S	L	27.2	5.1	242	50	£80115
3.8 V8 auto GT5	M	23.9	4.7	274	50	£108185
<b>GranTurismo - 4881x1933x1847-1915mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140
<b>GranCabrio - 4881x1933x1847-1915mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935
<b>MAZDA</b>						
www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170 Warranty: 3 years/50000 miles						
<b>2 - 3885x1695mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
1.3 (75) SE Air Con	C	56.5	14.9	115	10	£11195
1.3 (100) auto Tamura Nav	F	44.8	11.9	145	12	£13495
1.3 (84) Tamura	C	56.5	13.6	115	11	£12295
1.3 (84) Sport Venture	C	56.5	13.6	115	12	£13495
Colour Edition: add £550 to SE Air Con, Sport Colour: add £700 to Tamura						
<b>3 - 4465x1795mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 24</b>						
1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545
Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)						
<b>6 - 4870x1840mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-E1000 (not 2.0 (145)), SE-L: add £800 to SE						
<b>5 - 4585x1750mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495
<b>MX-5 - 4540x1840mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 13</b>						
2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>2.2D (150) Sport</b>						
<b>2.2D (175) Sport 4WD</b>						
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L						
<b>MX-5 - 4020x1720mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 96</b>						
<b>1.8i SE Air Con</b>						
<b>2.0i Roadster Coupe Sport Tech</b>						
<b>2.0i auto Roadster Coupe Shift</b>						
<b>2.0i Roadster Coupe 25th Anniv</b>						
Roadster Coupe: add £1500, Sport Venture: add £500 to 1.8i SE, £1000 to 1.8i SE RC, take £400 off 2.0 Sport Tech RC						
<b>MERCEDES</b>						
www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136						
Warranty: 3 years/unlimited miles						
<b>A-Class - 4292x1780mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.8	8.4	134	23	£23365
1.9 auto A 250 AMG Sport	F	45.6	6.6	145	33	£22440
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195
Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250						
<b>B-Class - 4359x1786mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.6 B 180 SE	E	47.9	10.4	137	16	£22020
2.0 auto B 220 4MATIC Sport	G	42.2	7.5	154	16	£28140
1.5 B 180 CDI ECO SE	A	74.3	11.6	98	15	£22950
1.5 B 180 CDI Sport	C	62.8	11.6	113	18	£24075
1.8 B 200 CDI SE	C	64.2	9.5	115	20	£24125
2.1 B 220 CDI Sport	C	61.4	8.2	117	25	£28225
Auto: add £1450, Sport: add £1315 to B180 SE, £1300 to B200 CDI SE						
<b>CLA-Class - 4630x1777mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33440
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270
Auto: add £1450, AMG Sport: add £2200 to Sport models						
<b>C-Class - 4686x1810mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0 C 200 AMG Line	D	51.4	7.5	128	31	£30345
2.0 auto C 200 AMG Line Premium	D	51.4	7.3	127	32	£33440
2.0 C 200 BlueTEC AMG Line	B	72.4	9.7	106	26	£32060
2.0 C 200 BlueTEC SE	B	72.4	9.7	102	25	£28570
2.0 C 200 SE	D	53.3	7.5	123	29	£26855
2.1 C 220 BlueTEC AMG Line	B	68.9	7.7	106	31	£32855
2.1 C 220 BlueTEC SE	B	70.6	7.7	103	29	£29365
2.1 auto C 220 CDI BTec AMG Li Pr	C	64.2	7.4	113	31	£35950
2.1 C 220 CDI BlueTEC SE Exec	B	70.6	7.7	103	30	£30360
2.1 C 220 CDI BlueTEC Sport Prem	B	64.2	7.4	110	31	£34455
2.1 auto C 250 BlueTEC AMG Line	C	64.2	6.6	113	31	£35510
2.1 auto C 250 BlueTEC SE	C	65.7	6.6	109	33	£32025
2.1 C 250 BTec AMG Line Premium	C	64.2	6.6	113	37	£37105
2.1 auto C 250 CDI BTec SE Exec	B	65.7	6.6	109	35	£33020
2.1 auto C 300 BlueTEC Hyb AMG L	A	78.5	6.4	99	37	£38120
2.1 auto C 300 BTec Hyb AMG Li Pr	A	78.5	6.4	95	38	£39715
2.1 auto C 300 BlueTEC Hybrid SE	A	78.5	6.4	94	36	£36360
4.0T auto AMG C63	J	34.5	4.1	192	N/A	£59475
4.0T auto AMG C63 S	J	34.5	4.0	192	N/A	£66545
Auto: add £1500, SE Executive: add £995 to SE (not C220 BlueTEC), Sport: add £1995 to SE, Sport Premium: add £1995 to Sport, Premium Plus: add £1200 to Premium, Estate: add £1200						
<b>E-Class - 4679x1854mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 27</b>						
2.0 auto E 200 AMG Line	F	46.3	7.9	142	40	£36850
2.0 auto E 200 SE	F	47.9	7.9	138	43	£34840
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	128	39	£37675
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34270
2.0 auto E 250 AMG Line	F	46.3	7.4	142	41	£37940
2.0 auto E 250 SE	F	47.9	7.4	138	41	£35470
2.1 auto E 250 CDI AMG Line	E	55.4	7.5	134	43	£39485
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£36820
2.1 auto E 300 BTec Hybrid AMG LiB	B	67.3	7.1	110	45	£42375
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£41810
3.0 auto E 350 BlueTEC AMG Line	E	53.3	6.4	139	46	£48220
5.5 V8BT MCT 63 AMG	L	28.8	4.2	230	47	£84115
5.5 V8TT MCT 63 AMG S	L	28.5	4.1	232	49	£87115
Auto: add £1500 to E220 CDI, Estate: add £1790-£1915, Premium: add £2695 to SE/AMG Line, Premium Plus: add £1200 to Premium						
<b>CLS-Class - 4940x1881mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.2 auto CLS 220 BTec AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 P AMG Line	F	52.3	6.5	142	48	£49950
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£58500
5.5 V8BT auto CLS 63 AMG S	L	28.5	4.1	231	50	£86500
Premium: add £2395 to BlueTEC, Premium Plus: add £1200 to Premium, Shooting Brake: add £1580 to CLS 220, £1450 to CLS 350, £500 to CLS 63 AMG S						
<b>S-Class - 5116-5246x1899mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.1 auto S 300 BlueTEC Hyb L AMG LiC	C	61.4	7.6	120	50	£72260
3.0 auto S 350 BlueTEC AMG Line	F	51.4	6.8	146	49	£62905
3.0 auto S 350 BlueTEC AMG Line F	F	51.4	6.8	141	50	£67340
3.5 auto S 400 Hybrid L AMG Line	F	44.8	6.8	147	49	£69905
3.5 auto S 400 Hybrid L AMG Line F	F	44.8	6.8	153	49	£74965
3.0 auto S 500 Plug-in Hyb L AMG L	A	100.9	5.2	65	48	£87930
4.6 V8 auto S 500 L AMG Line	K	25.5	4.2	207	50	£88395
6.0 V12 auto S 500 L AMG Line	M	23.5	4.6	259	50	£91885
5.5 V8BT auto S 63 AMG L	L	28.0	4.3	237	51	£109835
6.0 V12T auto S 65 AMG L	M	23.7	4.3	279	50	£139785
Long wheelbase: add £3000 to S350 models						
<b>Citan - 4321x1829mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.5 108 CDI Traveler Long	C	65.7	N/A	119	7	£19720



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.5 109 CDI Traveliner Long	C	65.7	N/A	119	9	£20059
1.5 111 CDI Traveliner Long	N/A	N/A	N/A	14	12	£21877
1.2 112 Traveliner	N/A	N/A	N/A	12	12	£19581
Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI						
<b>GLA-Class - 4417x1804mm, EURO-NCAP☆☆☆☆</b>						
DRIVER POWER POS: N/A						
2.1 GLA 200 CDI SE	C	62.8	10.0	119	25	£25850
2.1 auto GLA 220 CDI 4MATIC SE	E	55.4	8.3	132	28	£30035
2.0T auto GLA 220 4MATIC SE	G	42.8	7.1	154	33	£29915
2.0T auto GLA 45 AMG	H	37.7	4.8	175	44	£45495
Auto: add £1450 to GLA 200 CDI, AMG Line: add £1000						
<b>M-Class - 4804x1926mm, EURO-NCAP☆☆☆☆</b>						
DRIVER POWER POS: N/A						
2.1 auto ML 250 BlueTEC SE Exec	G	46.3	9.0	154	38	£48190
3.0 auto ML 350 BlueTEC SE Exec	J	39.2	7.4	179	43	£51335
5.5 V8T auto ML 63 AMG	M	23.9	4.8	276	50	£88995
AMG Line: add £2660 to SE Executive						
<b>GL-Class - 5141x1982mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£60750
5.5 V8T auto GL 63 AMG	M	23.0	4.9	288	50	£93350
<b>G-Class - 4763x1855mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£86435
5.5 V8T auto G 63 AMG	M	20.5	5.4	322	50	£129735
<b>C-Class Coupe - 4590x1770mm, EURO-NCAP☆☆☆☆</b>						
DRIVER POWER POS: N/A						
1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	B	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C 250 CDI AMG Sport Edition	F	52.3	7.0	143	38	£35115
3.6 V8 auto C 63 AMG	M	23.5	4.5	280	44	£58500
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495
Auto: add £1500						
<b>E-Class Coupe - 4698x1786mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: 27						
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	E	56.5	6.7	132	40	£36615
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110
E-Class Cabriolet: add £3370-£3500						
<b>S-Class Coupe - 4698x1786mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
4.6 auto S 500 AMG Line	K	49.6	N/A	219	N/A	£96565
5.5 V8T auto S 63 AMG	L	47.1	4.2	237	50	£125595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£180665
<b>SLK-Class - 4134x1810mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	40	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£53345
Auto: add £1520 to SLK 200, add £1410 to SLK 250						
<b>SL-Class - 4617x1877mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815
<b>AMG GT - EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495
4.0 V8T (510) DCT AMG GT Ed 1	K	30.1	3.8	219	50	£122745
<b>MG</b>						
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46						
Warranty: 3 years/unlimited miles						
<b>MG3 - 4018x1729mm, EURO-NCAP☆☆</b>						
DRIVER POWER POS: N/A						
1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999
<b>MG6 - 4651x1827mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: 6						
1.8 TCI GT S 5dr	H	37.7	8.4	174	13	£15455
1.8 TCI GT SE 5dr	H	37.7	8.4	174	13	£16955
1.8 TCI GT TSE 5dr	H	37.7	8.4	174	14	£18955
1.9 DTI-Tech GT S 5dr	D	57.6	8.9	129	14	£16995
1.9 DTI-Tech GT SE 5dr	D	57.6	8.9	129	14	£18195
1.9 DTI-Tech GT TSE 5dr	D	57.6	8.9	129	15	£20195
Magneite 4dr: add £1000 (TSE only)						
<b>MINI</b>						
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148						
Warranty: 3 years/unlimited miles						
<b>MINI - 3821-3850x1727mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0T Cooper S	E	49.0	6.8	133	28	£18650
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, Sdr: add £600 to Cooper and above						
<b>Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆</b>						
DRIVER POWER POS: N/A						
1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	134	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730
<b>Paceman - 4110x1789mm, EURO-NCAP N/A</b>						
DRIVER POWER POS: N/A						
1.6 Cooper	E	47.1	10.4	140	16	£18970
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22355
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T John Cooper Works	H	38.2	6.9	172	33	£29545
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1235 to Cooper S or £1220 to Cooper SD						
<b>Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆</b>						
DRIVER POWER POS: N/A						
1.6 Cooper	E	47.0	10.5	140	16	£18030
1.6 Cooper D	C	64.0	10.9	115	16	£19270
1.6T Cooper S	F	46.0	7.6	143	30	£21415
1.6 One	E	47.0	11.9	139	12	£16615
1.6 One D	C	64.0	12.9	115	13	£17620
2.0 Cooper SD	D	61.0	9.3	122	20	£22440
1.6T John Cooper Works	H	38.2	7.0	172	33	£28605
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1235 to Cooper S or £1220 to Cooper SD						
<b>Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆</b>						
DRIVER POWER POS: N/A						
1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S5D						
<b>Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆</b>						
DRIVER POWER POS: N/A						
1.6 Cooper	D	52.0	9.0	127	17	£16860
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860
Auto: add £1085 to Cooper, add £1145 to Cooper S5D						

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113

Warranty: 3 years/unlimited miles

I - 3475x1475mm, EURO-NCAP☆☆

DRIVER POWER POS: N/A

49kW auto I-MIEV

A

N/A

16.0

0

27

£23499

**Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆**

DRIVER POWER POS: N/A

1.0 Mivec 1

A

67.3

13.6

96

15

£8999

1.2 Mivec 2

A

68.9

11.7

96

18

£10999

1.2 Mivec 3

A

65.7

11.7

100

18

£11999

1.2 Mivec auto 3

A

68.9

12.8

95

18

£12999

**ASX - 4295x1770mm, EURO-NCAP☆☆☆☆**

DRIVER POWER POS: N/A

1.6 2

E

47.1

11.4

137

13

£14999

1.6 3

E

47.1

11.4

137

13

£17250

1.8 Di-D 3

E

55.4

10.2

134

19

£19250

1.8 Di-D 4WD 4

E

54.3

10.6

136

19

£23249

2.2 Di-D auto 4WD 4

G

48.7

10.8

153

20

£24649

**Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆**

DRIVER POWER POS: N/A

2.2 Di-D GX2

E

53.3

10.2

138

22

£23799

2.2 Di-D GX3

E

52.3

10.2

140

23

£25699

2.2 Di-D GX4

E

52.3

10.2

140

24

£30499

2.2 Di-D auto GX5

G

48.7

11.7

153

22

£33999

2.0 Hybrid auto GX3h PHEV

A

148.0

1.0

44

26

£28249

2.0 Hybrid auto GX4h PHEV

A

148.0

1.0

44

27

£32499

2.0 Hybrid auto GX4h PHEV

A

148.0

1.0

44

24

£34999

Auto: add £1400 to GX4						
**L200 - 5005-5185x1750mm, EURO-NCAP N/A**						
DRIVER POWER POS: N/A						
2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£33430
Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian						
**Shogun - 4385-4900x1875mm, EURO-NCAP N/A**						
DRIVER POWER POS: N/A						
3.2 Di-DC SWB S62	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB S62	K	34.9	10.5	213	32	£33799
3.2 Di-DC auto LWB S63	K	33.2	11.1	224	34	£33799
3.2 Di-DC auto LWB S64	K	33.2	11.1	224	34	£33999
Auto: add £1685 to S62/Warrior						

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18

Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 3 Wheeler

N/A

4.5

N/A

N/A

£25950

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster



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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 THP (156) Allure	G	40.9	8.9	159	20	£21750
1.6 HDI (115) Active	D	58.9	13.6	125	15	£20495
2.0 HDI (150) Active	E	53.2	9.7	139	20	£21600
2.0 HDI (200) Hybrid4 Allure	A	83.1	8.5	88	26	£27245
2.0 HDI (200) Hybrid4 Allure	A	72.4	8.5	99	26	£28245

Auto: add £850 to 1.6 HDI, £1200 to 2.0 HDI Allure, Allure: add £1600 to Active

## 5008 - 4530x1888mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 77

1.6 VTI (120) Access	G	40.9	12.3	159	13	£19050
1.6 HDI (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTI (120) Active	G	40.9	12.3	159	12	£20800
1.6 THP (156) Allure	G	40.9	9.7	159	17	£23450
1.6 HDI (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450

Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)

## 2008 - 4150x1739-1829mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 11

1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445

Auto: add £800 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience

## RCZ - 4290x1845mm, EURO-NCAP N/A DRIVER POWER POS: 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	9.5	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

## PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

## Panamera - 4970x1931mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.0 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006

Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo

## Macan - 4681x1923mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	N/A	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£59300

## Cayenne - 4855x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	N/A	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	N/A	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	N/A	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	N/A	£60218
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	N/A	£92628

## Boxster - 4374x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879

PDK: add £1922 (£2351 to GTS)

## Cayman - 4380x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397

PDK: add £1922 (£2351 to GTS)

## 911 - 4491-4545x1808-1880mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£100540

PDK: add £2387, Cabrio: add £8659 to Carrera/4/Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S

## 918 Spyder - 4643x1940mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£781155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

## PROTON

www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85  
Warranty: 3 years/60000 miles

## Savvy - 3710x1643mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.2 Style	E	50.0	13.9	134	8	£7995
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## Satria Neo - 3905x1710mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 GSX	G	43.0	11.5	157	3	£8495
1.6 Sport	G	43.0	11.5	157	3	£9495

## Gen2 - 4310-4477x1725mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 GLS Sdr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic Sdr	H	40.0	12.6	170	7	£11195

Persona 4dr: same price as Sdr

## RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/10000 miles

## Twizy - 2338x1234mm, EURO-NCAP N/A DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£8895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

## Twingo - 3590x1640mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.0 5c (70) Expression	B	62.8	12.0	105	2	£9495
1.0 5c (70) Plq	B	62.8	12.0	105	3	£9995
1.0 5c (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695

## Zoe - 4084x1730mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043

Zoe models: add battery hire from £25 per month

## Clio - 4062x1731mm, EURO-NCAP N/A DRIVER POWER POS: 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc TCe (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	B	51.4	15.4	127	8	£13495
900cc TCe (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc TCe (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£16595
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18895
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe

## Megane - 4295x1808mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynamique T	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000

## Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0T Renaultsport 265	J	34.0	6.0	190	36	£26930

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600

## Scenic - 4366-4573x1845mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 53

1.6 VVT (110) XMOD Dynam Tom	I	36.7	11.7	178	19	£19365
1.2 TCe (115) XMOD Dynam Tom	E	46.3	11.7	140	18	£20455
1.5 dCi (110) XMOD Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) XMOD Dynam Tom	C	64.2	10.3	114	24	£22395
1.2 TCe (130) XMOD Dynam Tom	F	44.1	11.4	145	20	£22305
1.6 VVT (110) Dynam TomTom	H	38.2	11.7	174	19	£19360
1.2 TCe (115) S/S Dynam Tom	E	47.9	11.7	135	19	£20455
1.2 TCe (130) S/S Dynam Tom	E	45.6	11.4	140	20	£20805
1.5 dCi (110) S/S Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) S/S Dynam Tom	C	64.2	10.3	114	24	£22395

Auto: add £1100 to dCi (110), Limited: add £500 to Dynamique TomTom (not XMOD), Grand Scenic: add £1200 to Scenic

## Capitur - 4122x1778mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 9

900cc TCe (90) Expression+	C	56.5	13.0	115	9	£14195
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15595
900cc TCe (90) Dynam Media Nav	C	56.5	13.0	115	9	£15195
1.5 dCi (90) Dynamiq Media Nav	A	76.4	13.1	95	12	£16595
1.2 TCe (120) EDC Dyna Media Nav	D	52.3	10.9	125	14	£17395
Dynamique S MediaNav: add £1500 to Dynamique MediaNav,						
Signature: add £2500 to Dynamique MediaNav						



## DRIVER POWER POS: N/A

6.7 V12 auto Phantom	M	19.1	5.7	347	N/A/E305375
6.7 V12 auto Phantom Coupe	M	19.1	5.6	347	N/A/E33135
6.7 V12 auto Phantom DHC	M	19.1	5.6	347	N/A/E32745
6.7 V12 auto Phantom EWB	M	18.9	5.8	349	N/A/E35785

## SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128

Warranty: 3 years/60000 miles

## Mil - 3540x1641mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

1.0 12v (60) S 3dr	B	62.8	14.4	105	1	£8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	A	62.8	14.4	105	1	£9630
1.0 12v (60) I-TECH 3dr	B	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	£10995

Auto: add £1130 to SE, 5dr; add £350

## Ibiza - 4031-4072x1693mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	9	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	9	£12870
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1210, FR Edition; add £600 to 1.4 TSI ACT FR

## Toledo - 4482x1703mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	F	42.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

## Leon - 4263x1784mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

1.2 TSI S 5dr	C	57.6	10.0	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	£17235
1.6 TDI SE 5dr	C	54.3	8.2	119	17	£17875
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	£20000
1.7 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERFORMANCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr; £300 less than SE, Leon ST; add £825

## Altea - 4282x1788mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

1.6 TDI (105) Ecomotive I-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL; add £720

## Alhambra - 4654x1904mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£26630
2.0 TDI (177) SE Lux	F	49.0	9.5	158	21	£24220

DSG: add £1285, SE; add £1875 to S, SE Lux; add £5315 to S

## SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135

Warranty: 3 years/60000 miles

## Citigo - 3563x1641mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: 2

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG: auto: add £305 to SE and Elegance (75), 5dr; add £350, GreenTech; add £360 to (60) SE and Elegance

## Fabia (NEW) - 3992mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840
1.0 MPI (75) Elegance	B	58.8	14.7	108	N/A	£13610
1.2 TSI (90) Elegance	B	60.1	10.9	107	N/A	£14240
1.2 TSI (110) Elegance	B	58.8	9.4	110	N/A	£14890
1.4 TDI (90) Elegance	A	83.1	11.1	88	N/A	£16240
1.4 TDI (105) Elegance	A	80.7	10.1	90	N/A	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L; add £850 to SE, Estate; add £1000 to selected models

## Rapid - 4483x1706mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	46.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech; add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

## Octavia - 4639x1814mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: N/A

1.2 TSI (105) S	C	57.7	9.9	114	13	£16310
1.6 TDI (105) S	A	74.3	10.4	99	13	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	£17660
1.4 TSI (140) SE	D	53.3	8.1	121	18	£18860
1.6 TDI (105) SE	A	74.3	10.4	99	13	£19710
2.0 TDI (150) SE	B	68.9	8.2	106	19	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	£22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25	£26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	£26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15	£20300
2.0 TDI (184) vRS	C	61.4	8.1	119	26	£24020
2.0 TDI (220) vRS	F	45.6	6.8	142	29	£23755
2.0 TDI (105) 4x4 Scout	D	55.4	9.1	129	19	£25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	£27990

DSG: add £1250 (£1390 to vRS), Estate; add £800, SE Business; £150 less than SE (1.6 & 2.0 TDI only), Black Edition; add £275 to 1.6 TDI and 2.0 TDI Elegance models

## Superb - 4833x1817mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: 3

1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.6 TDI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	45.2	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	23	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	23	£26490
2.0 TDI (140) SE	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£30655

DSG: add £1435 to 2.0 TDI, Estate; add £1125, 4x4; add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG; add £2895 to 2.0 TDI (170), Outdoor; add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus; add £1000

## Roomster - 4214x1684mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: 81

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14130
1.2 12v (89) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

## Yeti - 4223x1793mm, EURO-NCAP☆☆☆☆

### DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19555
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20055
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£22135
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£23965
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	G	49.6	8.4	149	22	£24646
1.8 TSI (160) Outdoor L&K 4x4	I	36.2	8.4	184	22	£25161
2.0 TDI (140) DSG Outdoor L&K 4x4	G	48.8	10.2	164	19	£27261
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	142	22	£27674

DSG: add £1,100 to 1.2 TSI. Yeti Outdoor: same price as standard car.  
£1,100 add £160 to 1.2 TSI. Outdoor 5 April Outdoor



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Adam - 3698x1720, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 23

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.2 VVT Jam	D	53.3	14.9	124	3	£11405
1.4 VVT (87) Jam	D	51.4	12.5	129	6	£11730
1.4 VVT (100) Jam	D	51.4	11.5	129	8	£12255
1.0T (115) Jam	C	57.6	9.9	114	10	£14355
1.4 VVT (87) Black Edition	D	51.4	12.5	130	8	£14995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, White Edition: same price as Black Edition

Corsa - 4021x1736-1745mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	C	57.6	11.1	109	9	£12730
1.3 CDTi (75) S/e ePLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ePLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRi 3dr	D	53.3	16.0	124	3	£11995
1.4i (90) SRi 3dr	C	55.4	13.2	119	6	£11540
1.0T (90) S/e ecoFLEX SRi 3dr	A	57.6	11.0	109	9	£13425
1.4T (100) S/e ecoFLEX SRi 3dr	C	55.4	11.0	110	10	£12595
1.3 CDTi (75) S/e ePLX SRi 3dr	A	76.3	14.8	98	9	£13845
1.3 CDTi (95) S/e ePLX SRi 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.1	99	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	110	10	£13240
1.3 CDTi (75) S/e ePLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ePLX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRi VX-Line: add £1035 to SRi

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.4 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/5 Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX S/5 Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX S/5 Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18665
1.7 CDTi (110) eFLEX S/5 Excite	A	63.0	11.8	98	15	£19845
1.6 CDTi (165) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRi	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRi	F	46.0	10.9	146	12	£19545
1.4T (140) SRi	E	48.0	9.0	138	17	£20010
1.6T (180) SRi	C	42.0	7.9	159	22	£20820
1.6 CDTi (110) ecoFLEX SRi	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRi	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/5 99g SRi	A	76.0	11.8	99	15	£21245
1.6 CDTi (165) SRi	C	63.0	8.5	119	20	£22625
2.0 CDTi (195) S/5 Biturbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1330 to 2.0 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRi (selected models)

Ampers - 4498x1787mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/5 Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/5 Design 5dr	A	76.3	11.9	99	15	£18844
2.0 CDTi (130) Design	D	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRi 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/5 SRi 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/5 SRi 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRi 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRi 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRi 5dr	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/5 SRi 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/5 SRi VX-Line 5dr	H	39.2	7.5	169	26	£22440
1.4T (140) S/5 Elite 5dr	J	60.1	8.7	186	15	£21574
1.6T (170) S/5 SRi 5dr	E	47.9	9.2	139	20	£22964
2.0T (250) S/5 Elite 5dr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/5 Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite 5dr	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/5 aut Elite 5dr	D	60.1	8.7	125	24	£23739
2.8 VBT VXR SuperSport 5dr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as 5dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRi VX-Line: add £1220 to SRi, SE: same price as SRi, Tech Line: add £650 to SRi

Insignia Country T'r - 4913x1856mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 82

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
2.0 CDTi (163) ecoFLEX	C	62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£23534
2.0 BiTurbo (195) 4x4 auto	H	42.8	9.9	174	16	£29714

Auto: add £1660 to 2.0 CDTi

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: 82

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4 VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	E	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto	E	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	E	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£19395

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20055
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to SE

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.4T (140) S/5 Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/5 SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£23400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/5 ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) eFLEX S/5 Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/5 Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/5 SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/5 SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/5 Biturbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRi: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280mmx1777mm, EURO-NCAP N/A  
DRIVER POWER POS: 29

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.6 16v (115) S/5 Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/5 Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/5 Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesel

GTC - 4466x1840mm, EURO-NCAP☆☆☆☆  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.4T (120) S/5 Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/5 Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/5 Sport	C	63.0	11.8	119	13	£20850
1.7 CDTi (130) S/5 Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/5 Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/5 Biturbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRi: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascade - 4696x1839mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	Insurance group	CO <sub>2</sub>	List price
1.4T (140) S/5 SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£270





# Loeb in Monte Carlo comeback



**Stephen Errity**

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**AE** NINE-time World Rally Champion Sebastien Loeb is set to make a one-off return to the series in January, when he contests the season-opening Rallye Monte Carlo in a DS 3.

Loeb has spent this season driving for the Citroen works team in the World Touring Car Championship (WTCC), picking up two wins on his way to third in the standings behind team-mates Jose Maria Lopez and Yvan Muller.

Monte Carlo is one of the French star's favourite events – he won seven of the 10 times he started the rally.

"I have to say I didn't hesitate for one second when I was offered the chance to compete at the 2015 WRC season's opening round with the DS 3 WRC," said Loeb. "Daniel [Elena, his co-driver] and I have a special story with Monte Carlo, which is one of our favourite rallies."

"We love the roads, the tricky tyre choices and the incredible atmosphere along the stages – we are both very impatient to see that again."

Loeb's full-time rally career ended in 2012. In 2013, he dovetailed an FIA GT Championship campaign with several WRC runs, including Monte Carlo, before switching to racing full-time in 2014.

Before Rallye Monte Carlo, Loeb is set to broaden his motorsport experience even further by taking part in a round of the French Andros Trophy ice-racing series. Loeb's Citroen team-mate Muller has won the series' title 10 times, while four-time F1 champion Alain Prost has lifted the trophy on three occasions.

Elsewhere, Loeb's circuit racing team, Sebastien Loeb Racing, will run

■ One-off rally return for nine-time champion ■ Also set to make Andros Trophy ice-racing debut



**Loeb is set for one-off WRC run; Kubica (below, left) could be headed for WTCC**

two Citroen C-Elysees in next year's WTCC alongside the three works cars.

It's rumoured that Robert Kubica could drive one of the two cars, with Chinese racer Ma Qing Hua in the other. Kubica has struggled to shine in the World Rally Championship over the past two seasons as he recovers from the crash that brought an end to his F1 career, and is thought to be keen to return to circuit racing.

The WTCC's short 60km races could suit Kubica, who still experiences

some problems with the strength and flexibility of his right hand and wrist that prevent him from returning to the confines of an F1 car's cockpit.



**"It's rumoured that Loeb could be joined by Robert Kubica in World Touring Cars next year"**

## Skoda shows new Fabia rally car

SKODA has taken the wraps off an R5 rally car version of the new Fabia at the Essen Motor Show in Germany.

The car is officially a concept, but Skoda board member for technical development Dr Frank Welsch said it "gives an insight into our new rally car".

The Super 2000 rally version of the outgoing Fabia has enjoyed plenty of success running in the European Rally Championship (ERC) and Asia-Pacific Rally Championship in recent years.

In keeping with FIA regulations, the Fabia R5 concept has a 1.6-litre turbo engine, a five-speed sequential gearbox and MacPherson strut suspension. It weighs 1,230kg and is scheduled to be homologated by the FIA in 2015,



### GREEN MACHINE

**New R5 rally version of Skoda Fabia will be homologated for competition during 2015**

so it should make its competitive debut some time next season.

With Volkswagen continuing to be represented in the World Rally Championship, there's no sign of a full works Skoda team returning

to rallying any time soon, but the new version of the Fabia should prove very popular with privateer teams and drivers in both international and national rally championships due to the previous car's track record.



### ■ HULKENBERG SIGNS FOR PORSCHE LE MANS SQUAD

FORCE India's Nico Hulkenberg (above) will race for Porsche at the Le Mans 24 Hours next year, alongside his F1 commitments.

The German is the first confirmed driver in the third 919 Hybrid that Porsche will run at both the Spa World Endurance Championship race in May and Le Mans in June.

He's the first driver to undertake simultaneous F1 and Le Mans runs since Sebastien Bourdais in 2009.



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**AE** IN the western world's car capital (LA) last week, I overdosed on an emerging but rare 'drug' – hydrogen.

Among politicians and some motor industry folk, the H word is becoming an obsession. Yet for the vast majority of current motorists it's irrelevant, and probably always will be. At best, real-world low to mid-budget drivers must wait decades before they're able to buy widely available, affordable H cars. At worst, such vehicles could follow in the embarrassing footsteps of 100 per cent electrics, which have been a bit of a flop.

Yet hydrogen-themed breakfasts, stage presentations, press conferences, lunches, workshops and late-night discussions were so prevalent at the LA Motor Show that new, accessible and comparatively inexpensive conventional cars were almost overshadowed by the H-related preoccupation. Even after OD'ing on H and trying to escape it for a while by driving across LA in a Volkswagen Passat and then Audi A7, both were powered by – you've guessed it – H fuel.

These German prototypes were more than able to satisfy the everyday demands of drivers, and easily capable of coping with 21st century streets. But – and butts don't come bigger than this – hydrogen filling stations for cars are thin on the ground in the USA, rare in Europe and non-existent in Britain. Or to put this another way, the likes of VW and Audi have the tech – but the energy industry and governments are not investing enough on the infrastructure required to refuel hydrogen cars. And who can blame them when the cost worldwide is countless trillions of dollars?

So why is the Volkswagen Group seemingly fixated with hydrogen? I reckon it's partly because there could be plans afoot for Audi to develop its sports car programme as a hi-tech hydrogen-power test bed.

And in the face of gross lethargy from the energy giants and politicians who refuse to fund those expensive hydrogen filling stations, the VW family should establish a large refuelling network of its own. If it doesn't, it might find itself in the hopeless position of trying to sell hydrogen cars to motorists who can't buy hydrogen fuel. And that'd be as daft as Apple trying to sell mobile phones without rechargeable batteries.



## Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

**W** For the vast majority of current motorists, hydrogen-powered cars are irrelevant – and probably always will be

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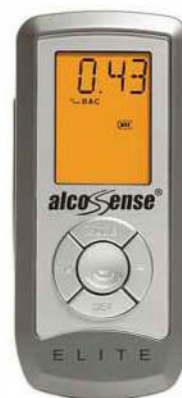
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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



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